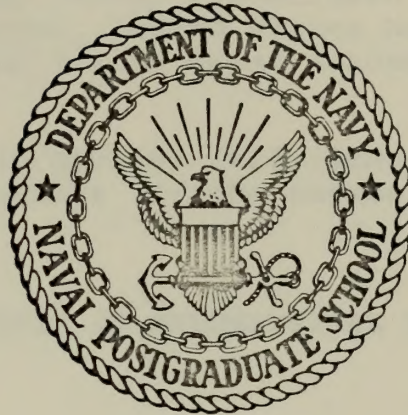


AN EVALUATION OF THE LONGITUDINAL DYNAMIC
STABILITY OF AN AIRCRAFT AT STALL

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NAVAL POSTGRADUATE SCHOOL

Monterey, California



THESIS

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STABILITY OF AN AIRCRAFT AT STALL

by

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June 1972

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An Evaluation of the Longitudinal Dynamic Stability
of an Aircraft at Stall

by

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ABSTRACT

The longitudinal stability of an aircraft at or near stall was examined using the digital computer as an experimental tool to solve the longitudinal equations of motion. A linear analysis determined the effect of lift curve slope variation. An investigation was made to identify the non-linear lift curve variations needed to create the often observed "rocking-chair" or "porpoising" stall trait. The characteristics of this limit-cycle oscillation were examined.

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TABLE OF SYMBOLS

C_D	Drag Coefficient	
C_L	Lift Coefficient	
$C_{L\alpha}$	Lift Coefficient derivative for angle of attack	per radian
$C_{L \text{ max}}$	Maximum attainable Lift Coefficient	
C_m	Pitching Moment Coefficient	
$C_{m\alpha}$	Pitching Moment Coefficient derivative for angle of attack	per radian
$C_{x\dot{\alpha}}$	Aerodynamic Force Coefficient derivative for angle of attack rate	per radia per second
ΔC_L	Change in Lift Coefficient on the Lift Curve	
t	Time	seconds
u	Aircraft velocity in x direction	feet per second
V	Aircraft resultant velocity	feet per second
w	Aircraft velocity in z direction	feet per second
α	Angle of Attack	radians
δ_e	Elevator deflection	radians
λ	Root of the characteristic equation	per second
ω_n	Undamped natural frequency	radians per seconds
θ	Pitch Angle	radians
$\dot{\theta}$	Pitch Angle rate of change with time	radians per second
ξ	Damping ratio	

ACKNOWLEDGMENTS

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I. INTRODUCTION

Federal and military aviation requirements stipulate that all aircraft possess stalling characteristics which comply with established criteria. The Federal Aviation Regulations, Part 23 of "Airworthiness Standards" state, in part, that "acceptable stalling characteristics be demonstrated...in straight flight with wings level...where the primary control manipulation is a steady progressive upward movement of the elevator until the aircraft is stalled." A desirable stall characteristic in a longitudinal sense would include a small but distinguishable drop in the nose of the aircraft, which can not be overridden by the pilot. Also, if the elevator control were eased forward, the aircraft should promptly return to unstalled flight.

The exact definition of aircraft stall will differ among the pilot, wing design specialist, stability and control expert, and all others who will have their own interpretation. Highly sweptwinged, supersonic aircraft have discredited the idea of flow separation, $C_{L \max}$, and a stable nose-down pitching moment all occurring simultaneously. The Federal Aviation Regulations, Part 25, defines the calibrated stalling speed for a civil air transport as "...the minimum steady speed, in knots, at which the aircraft is controllable..." For the purpose of this treatise, stall may be described as the condition when flow breakdown, primarily over the main wing, causes significant nonlinear effects in the moment and lift

characteristics. The effect of an asymmetric flow condition leading to wing drop will not be considered, since only the longitudinal stability traits are being analyzed.

A considerable amount of literature is available on the subject of aircraft static stability at stall, and it describes the aircraft's initial tendencies, or stall characteristics. Some literature is available concerning dynamic stability at deep stall, or large angles of attack. There is, however, very little treatment of airplane dynamics in the area of $C_{L \max}$, of post-stall time histories in that narrow region of the stall break, or of the oscillations that might occur.

Most pilots with any degree of proficiency have experienced a "rocking-chair" or "porpoising" type of stall where, with constant elevator control, the aircraft's nose oscillates vertically about some point as the wing stalls, recovers, rotates back up into the stall, and so on. It was the purpose of this study, therefore, to numerically investigate the mechanism required to create this type of limit-cycle, or possibly divergent, rocking-chair motion, using the complete set of aircraft equations of motion, and to attempt to describe the major factors influencing this phenomenon.

Because of time considerations and the availability of data, this study was limited to only the longitudinal stability, with no roll, yaw, or coupling considered, of a small, straight-winged jet aircraft with zero thrust. All computations were accomplished at the W.R. Church Computer

Center, Naval Postgraduate School, Monterey, California, using the IBM 360/67 digital system and standard FORTRAN language. The study was accomplished during the period September 1971 through June 1972.

II. AIRCRAFT MODEL AND ASSUMPTIONS

The input data used in this study were those for an F-94 Aircraft obtained from Ref. 1. The aircraft is a straight-winged, tandem-seated, single-engine jet, with the center of gravity positioned well within the fore and aft limits. A zero thrust landing configuration at sea level on a standard day exists throughout this analysis. The aircraft has basically linear aerodynamic characteristics except for lift, drag and pitching moment coefficients, which are all functions of angle of attack. Terms relating to such variables as elevator control effectiveness and pitch and angle of attack damping are also assumed to be linear. The aircraft was considered stick-fixed, with the elevator being the only means of longitudinal control and trim. The case of pitch-up at stall was neglected. Figure 1 shows the aircraft axis system and the related variables.

III. DISCUSSION AND RESULTS

Static longitudinal stability may be considered as the tendency of the aircraft to return to static equilibrium, while dynamic longitudinal stability considers the resulting aircraft motion as a function of time. The existence of static stability does not necessarily intimate the existence

of dynamic stability. However, the existence of asymptotic dynamic stability in the sense of Lyapunov (Ref. 4) implies static stability.

The factors influencing aircraft stability at a stalled condition must be known in order to predict or create an instability. The airplane has six degrees of freedom: rotation in roll, pitch and yaw, and translation in the horizontal, vertical and lateral directions. The principal variables in the longitudinal motion are:

- (1) the pitch attitude of the airplane,
- (2) the angle of attack,
- (3) the flight velocity.

The equations of motion describing the longitudinal motion of the aircraft are found in Ref. 2. These equations are ordinary nonlinear differential equations in five variables, with time as the independent variable. A complete derivation of the equations and their application to the problem of aircraft stall may be found in Ref. 3.

To perform a sensitivity analysis on the stability derivatives near stall, the equations were simplified by assuming a constant elevator position and a horizontal initial flight path. Reference 2, Chapter 6, reduces the equations to three homogeneous algebraic equations in the unknowns u , α , and θ . By setting the determinant of the coefficients equal to zero, the roots, λ , of the characteristic equation may be found. Expansion of this "stability determinant" results in a quartic equation for λ of the form:

$$A\lambda^4 + B\lambda^3 + C\lambda^2 + D\lambda + E = 0$$

The solution of this equation results in two pairs of complex conjugate roots. These roots may be expressed either in non-dimensional time or real time, with our interest focusing on ξ , the damping ratio, and ω_n , the natural frequency. These numbers are easily calculated along with the resulting period of oscillation. For a dynamically stable aircraft, the real part of all of the roots must be negative; that is, the damping ratio is positive. An instability results if any of the damping terms are negative.

Upon analysis of the equations of motion, the only stability derivatives making a significant contribution to stability were: $C_{L\alpha}$, $C_{m\alpha}$, and $C_{x\dot{\alpha}}$. By varying these parameters and observing the damping ratios of the resulting roots of the stability determinant, a feel for the important factors in aircraft stability may be developed.

Only two stability derivatives are of sufficient magnitude to contribute to dynamic stability. The first of these is $C_{m\alpha}$, the static stability derivative. As $C_{m\alpha}$ becomes positive, the aircraft becomes statically unstable. This condition will not be considered since most aircraft demonstrate positive static stability through the stall, and dynamic stability is of concern here. The second stability derivative of concern is $C_{L\alpha}$, the lift curve slope. The results of varying lift curve slope are shown in Table 1.

The aircraft demonstrates dynamic stability when $C_{L\alpha}$ is positive, zero or slightly negative. When the lift curve slope reaches approximately -5.0, one pair of the roots of the characteristic equation has a positive real part which indicates aircraft instability. The instability remains as the lift curve slope is increased negatively (c.f., Fig. 2), A negative slope of the lift curve could occur after the maximum lift is reached in the area of stall, or in the case of a sharp stall break occurring locally.

It must be noted at this point that only the short period motion was affected by this analysis. One would expect to find, therefore, that the aircraft has a stable long period or phugoid mode, but is unstable in angle of attack, pitch angle and normal acceleration (g's), with the velocity remaining relatively constant as is characteristic of the short period mode.

The computer program used to mathematically "fly" the aircraft is discussed at length in Ref. 3. Basically, there are four variables affecting the longitudinal motion: the resultant aircraft velocity, V , the pitch angle, θ , the rate of change of pitch angle, $\dot{\theta}$, and the angle of attack, α . All are functions of time, t . The rate of change of angle of attack is considered small and is neglected. Five differential equations were used to describe the longitudinal motion, the fifth occurring by resolving the resultant aircraft velocity, V , into its components, u and w , in the x and z directions, respectively. The equations were solved by a fourth-order Runge-Kutta integration scheme. Input data

consist of the aircraft parameters such as wing area, moments of inertia, thrust coefficient, air density, etc., and a table of data with aircraft lift, drag and pitching moment coefficients as functions of angle of attack. These input values remain constant throughout any maneuvering the aircraft is required to perform. The only initial conditions read into the program are the aircraft gross weight, desired angle of attack and angle of pitch at trim.

Subroutine SPLIN1 calculates the value of C_L , C_D and C_m for the angle of attack specified from the data table by interpolation using a cubic curve-fitting scheme. Subroutine TRIM uses these data for a calculation of the corresponding velocities, elevator angle and thrust using the force and moment equations at static equilibrium. These calculated data are subsequently used as the initial conditions to start the Runge-Kutta integration scheme. Aircraft maneuvering and trim is performed by logic statements controlling elevator angle. Appendix C presents the entire computer program.

The effect of a large negative value of lift curve slope ($C_{L\alpha} = -10.0$ per radian) beyond the stall was numerically introduced in the table look-up data for angles of attack greater than 0.4084 radians. Angles of attack less than this corresponded to the basic airplane situation as shown in Figure 3a. For angles of attack greater than this value, the lift curve slope was linear with a negative slope of -10.0 per radian. This type of drop-off in lift coefficient is not unlike that encountered in wing leading edge flow separation or stall.

The aircraft was flown (numerically on the computer) at an initial trim condition of $\alpha = 0.4083$ radians (very near $C_{L \max}$), $\theta = 0.0989$ radians, and a gross weight of 12,359 lbs. for three seconds. Then a trailing-edge-up elevator impulse (back stick) of 0.50 degrees (0.008725 radians) was inserted for 0.05 seconds. The resulting time histories show the aircraft to exhibit divergent oscillations, as predicted in Fig 2, in angle of attack, pitch angle, and lift coefficient. The aircraft velocity also shows divergence, although the amplitude was very small compared with the other parameters, thus confirming the short period tendencies.

The case of stall with a smooth lift curve as defined by Fig. 3a was investigated. Aircraft time histories with the same initial conditions are shown in Figures 3b through 3e. This type of lift curve is typical of a wing trailing edge flow separation or stall. The maximum negative slope reached was $C_{L\alpha} = -2.0$. The damping ratio for this case was positive, with negative real parts for the roots of the characteristic equation, indicating an asymptotic type of dynamic stability in the sense of Lyapunov, with a dying out of the oscillatory motion to a static equilibrium condition. Mathematically, the aircraft model and the program used to manipulate it have demonstrated both dynamic stability and instability in the region of stall based on the slope of the lift curve at angles of attack beyond that corresponding to maximum lift.

The problem of "rocking-chair" stall would indicate a limit-cycle type of oscillation. Reference 4 describes a

limit cycle as a nonlinear oscillation..."due to the presence of nonlinear terms in the differential equation." A stable limit cycle is characterized as being a unique closed curve in the phase plane, to which all other nonclosed trajectories approach in the form of spirals winding onto the limit cycle. It is a self-sustained oscillation, independent of the initial conditions. The differential equations governing the longitudinal motion are nonlinear as well as the lift, drag and moment coefficients being functions of angle of attack. With an instability in the system at static equilibrium due to the negative lift curve slope, it is possible for a limit cycle to exist.

To prevent an oscillatory divergence as shown previously, the instability was bounded by a stable lift curve slope. It may be likened to a reverse relay in a nonlinear control system. For simplicity in programming, a vertical (or infinite) lift curve slope was used locally. This allows the original lift curve table look-up data to be used and a simple logic statement decreases the interpolated value of lift coefficient by an amount ΔC_L if the angle of attack were greater than a specified amount. Appendix D shows the function subprogram F1 and the subroutine TRIM modified from Appendix C, each by only one statement. Figure 4 shows the resulting lift curve generated by this modification.

Using the same initial conditions from the previous two runs, the same 1/2-degree elevator impulse at three seconds, and changing only the lift curve to that in Fig. 4, a limit cycle oscillation, or "rocking-chair" stall was generated.

The ΔC_L used was 0.050. Figures 5b through 5e show lift coefficient, angle of attack, pitch angle and velocity as functions of time. The small elevator impulse begins an oscillation which grows to a maximum amplitude for the duration of the flight time. Figure 5a shows the phase plane plot of pitch angle (θ) versus pitch rate ($\dot{\theta}$). The curve winds onto a closed path trajectory, indicative of a limit cycle.

Amplitude of the limit cycle oscillation could be controlled by the magnitude of the ΔC_L on the lift curve. If ΔC_L were reduced by one-half, from 0.050 to 0.025, the peak amplitude of the oscillation would be halved. Conversely, if ΔC_L were doubled to 0.10, the amplitude of the limit cycle would be doubled. The period was not noticeably affected. Figure 6 shows the time history of the pitch angle for varied ΔC_L values. The initial conditions and elevator impulse remains the same as for previous runs.

The magnitude of the elevator impulse had little effect on the limit cycle oscillation. Figure 7 shows the time histories of pitch angle for impulses of 0.05 degrees and 2.0 degrees. The amplitude and period of the limit cycle remain the same. The only change was within the first fifteen to twenty seconds of flight time when the phugoid mode influenced the motion. After the phugoid has sufficiently subsided, the limit cycle motion is analagous to that previously encountered.

To further demonstrate the character of the limit cycle and its independence of initial conditions, the aircraft must damp to a constant amplitude if the initial oscillation were

greater than that for the limit cycle. Figure 8 shows the resulting time histories for an aircraft trimmed initially at an angle of attack equal to 0.250 radians, well below the stall region. An up elevator (back stick) ramp input was inserted and held at a new elevator setting corresponding to a trim condition close to stall. Since the aircraft seeks the trim condition for the elevator angle prescribed, the final elevator angle must lie in a region analagous to the elevator angle for trim at stall or wherever the instability occurs. Because of the rapid change in elevator angle, the initial magnitude of the oscillation was approximately three times that for the limit cycle. This disturbance also introduced a large amount of phugoid motion in angle of attack and pitch angle as the entire limit cycle was oscillating with a long period movement superimposed upon the short period behavior.

A ramp elevator input produced the same limit cycle. Figure 9 shows the time histories for the aircraft initially trimmed at an angle of attack equal to 0.400 radians. After three seconds, the elevator was deflected at a constant rate of one degree per second for 0.30 seconds, and then held constant. Again, the final elevator angle is in the region of the elevator angle for trim near stall.

Figure 10 shows the aircraft trimmed at an angle of attack well into the stall region ($\alpha = 0.4150$ radians). Down elevator (forward stick) was inserted, by a step input, to an elevator angle near that for the stall region. The aircraft pitched down and the oscillation grew to the limit cycle.

In summary, the mathematical model used in this analysis has created the desired limit cycle situation. The limit cycle is shown to be independent of the initial conditions by oscillations both decaying and growing to a stable trajectory for the state variables. It is self-sustained as shown when a small impulse is inserted for 0.05 seconds and then removed. The phase plane shows a closed path trajectory, characteristic of a limit cycle. It must be noted that the actual numbers calculated are not of prime importance, rather the ability to simulate a known flight characteristic by proper aerodynamic nonlinearities was considered valuable. The computer program could be used for any aircraft with the proper data available, whether from the wind tunnel, calculated data, or actual flight test.

IV. CONCLUSIONS

For a multi-degree of freedom system that is nonlinear in its forcing function terms due to position, and has linear damping, it is possible to obtain a limit cycle type of oscillation in the system's state variables. The governing factor in the dynamic stability of the aircraft model was the slope of the lift curve. When this slope became -5.0 or less, the aircraft was dynamically unstable in the region of stall. A sharp drop in lift coefficient just after reaching $C_{L \max}$ produced this effect. This type of stall is characteristic of leading edge flow separation or stall.

To produce a limit cycle motion or "rocking-chair" type of stall, the unstable portion of the lift curve must be

bounded by a stable portion on each side. With this type of lift curve it is possible to create a limit cycle oscillation in the state variables: angle of attack, pitch angle and, to some degree, velocity. The frequency and the characteristics of this oscillation were analagous to that of short period motion, which was predicted by analyzing the roots of the equations of motion.

Since the aircraft is programmed to seek a trim condition at the elevator angle specified, the final elevator angle, after manipulation, must be close to that for trimmed flight in the region of maximum lift. Various types of elevator movement such as impulse, ramp, step, and forward stick produced the desired limit cycle. The resulting oscillation was independent of the initial conditions imposed, and demonstrated both a growing and damping oscillation to the same amplitude.

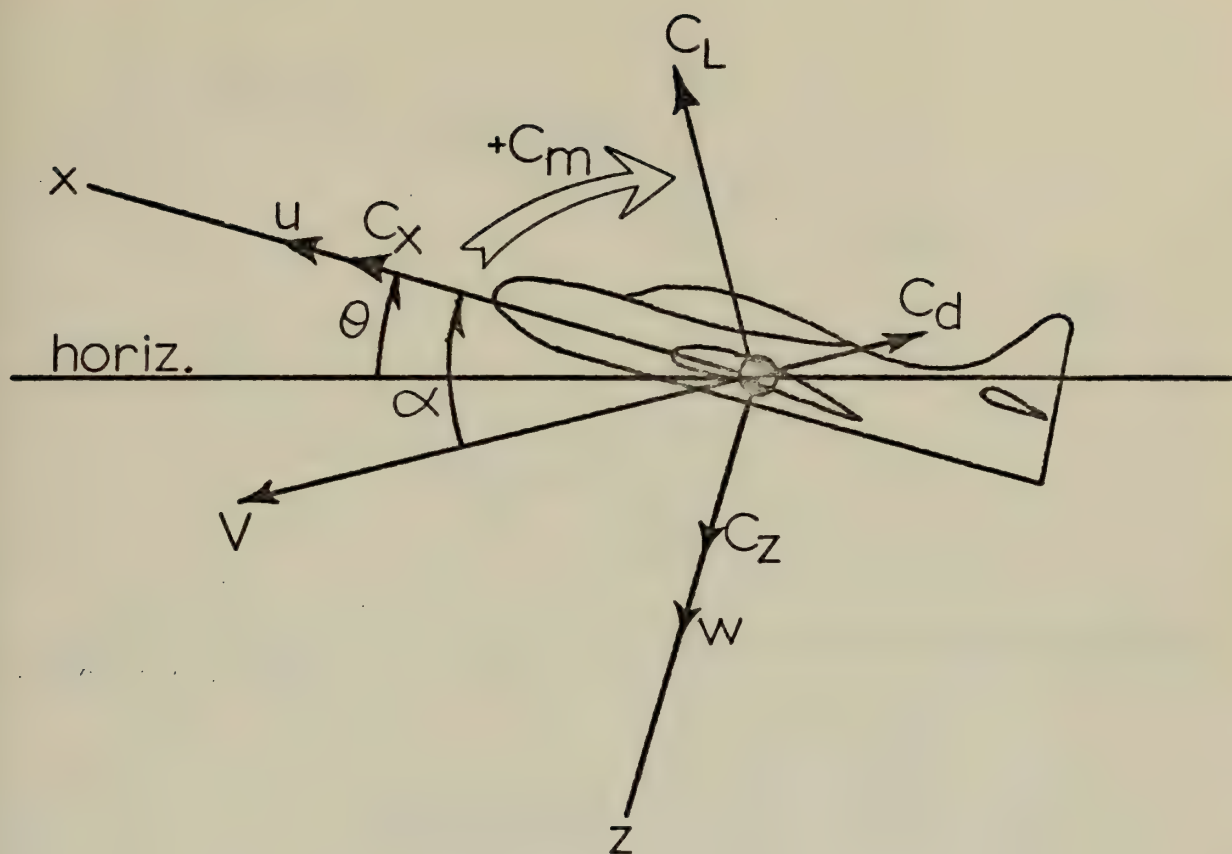
The limit cycle amplitude depended directly on the length of the unstable portion of the lift curve. If ΔC_L were doubled, the amplitude would be doubled. This numerical experiment provided enough clues to encourage subsequent studies for analytic solutions in this area and possibly related topics such as post stall-gyrations, lateral and directional movement, and spins.

TABLE I

CHARACTERISTIC EQUATION ROOTS

$C_{L\alpha}$	Short Peroid		Phugoid		Roots	
	ξ	T (sec)	ξ	T (sec)	Real Part (per sec)	Imag. Part (per sec)
5.27	0.4766	5.932	0.1995	27.100	-0.5742	1.0593
0.0	0.2479	6.094	0.1831	23.858	-0.0472	0.2318
-0.50	0.2229	6.141	0.1830	23.530	-0.2638	1.0310
-2.50	0.1139	6.395	0.1870	22.186	-0.0491	0.2634
-5.00	-0.0496	6.913	0.2085	20.507	-0.2339	1.0232
-7.50	-0.2555	7.747	0.2593	19.143	-0.0497	0.2670
-10.00	-0.4933	9.092	0.3325	18.565	-0.1126	0.9825
-15.00	-0.9543	27.295	0.4586	19.103	-0.0539	0.2832
-20.00	-1.0000	0.0	0.5406	20.245	0.0452	0.9089
-25.00	-1.0000	0.0	0.5974	21.453	-0.0653	0.3064
					0.2143	0.8110
					-0.8811	0.3282
					0.3919	0.6911
					-0.1193	0.3384
					0.7350	0.2302
					-0.1697	0.3289
					1.7794	0.0
					-0.1995	0.3104
					2.4936	0.0
					-0.2182	0.2929

$C_{m\alpha}$ was held constant at -0.5730 per radian



COORDINATE TRANSFORMATION

$$\begin{Bmatrix} C_Z \\ C_X \end{Bmatrix} = \begin{bmatrix} -\cos \alpha & -\sin \alpha \\ \sin \alpha & -\cos \alpha \end{bmatrix} \begin{Bmatrix} C_L \\ C_D \end{Bmatrix}$$

FIGURE 1. AIRCRAFT AXIS SYSTEM

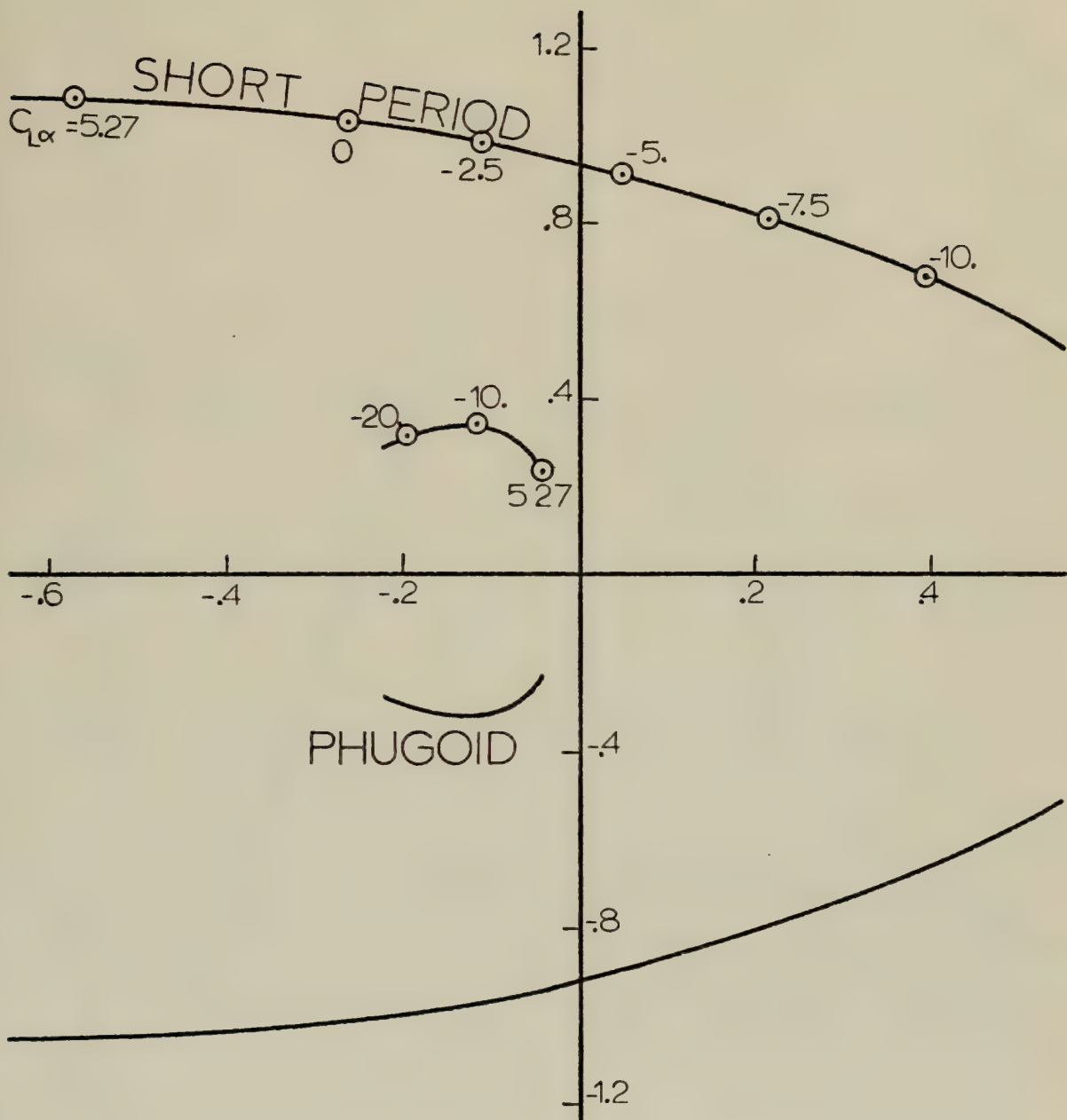


FIGURE 2.

ROOT LOCUS PLOT, VARYING $C_{L\alpha}$

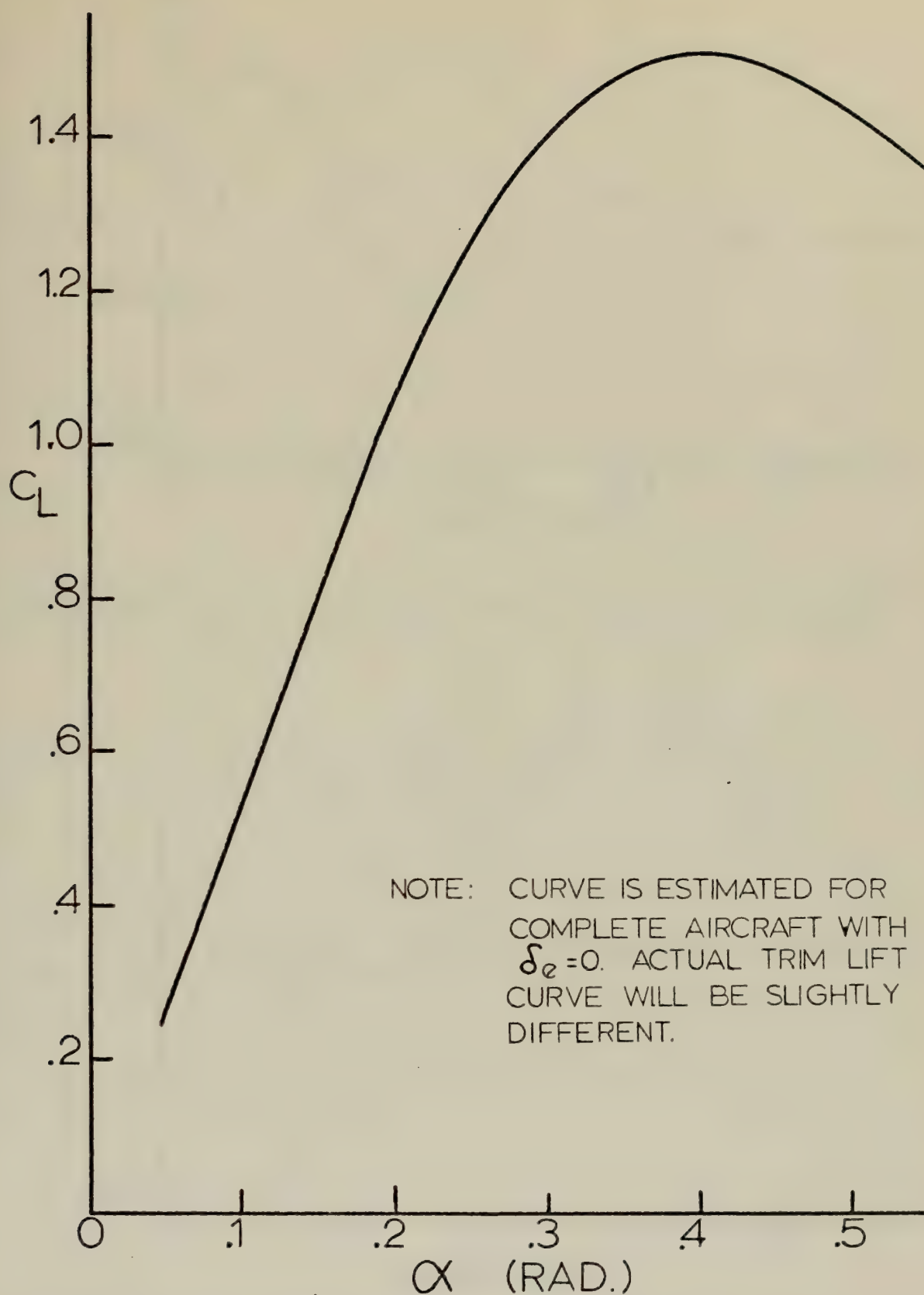


FIGURE 3a.

C_L VERSUS α

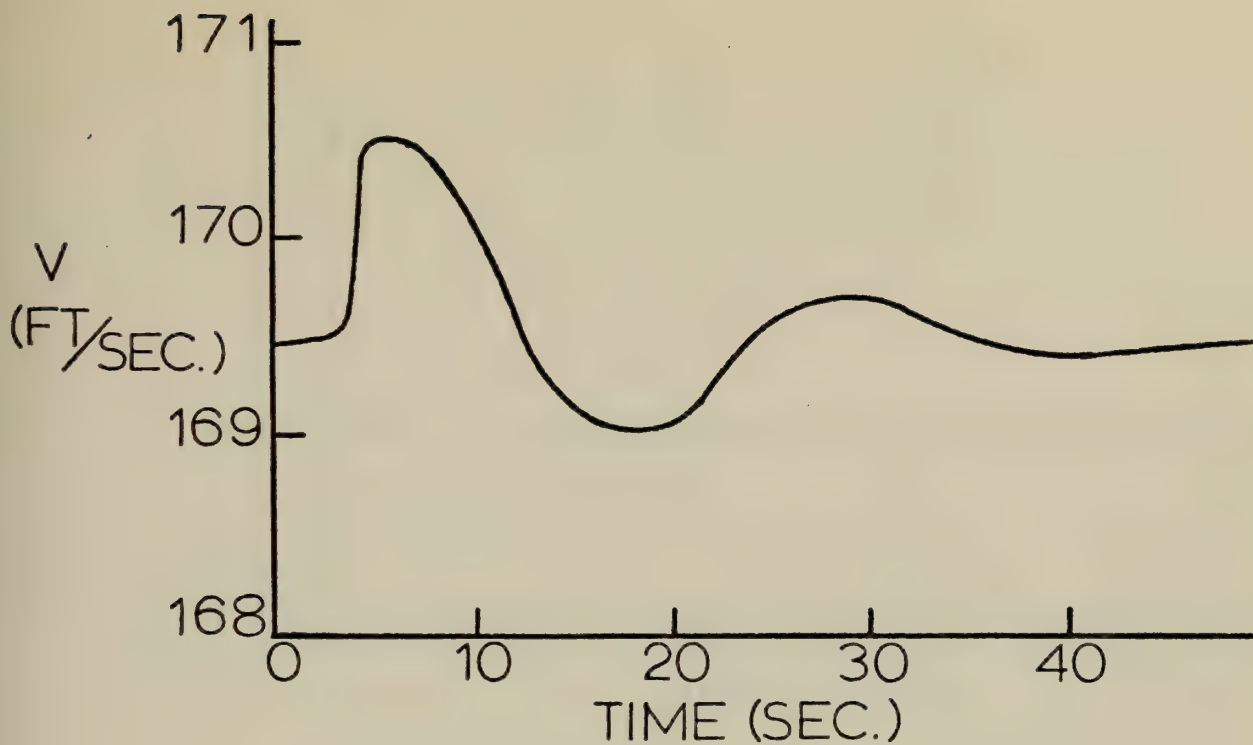


FIGURE 3b. VELOCITY VERSUS TIME

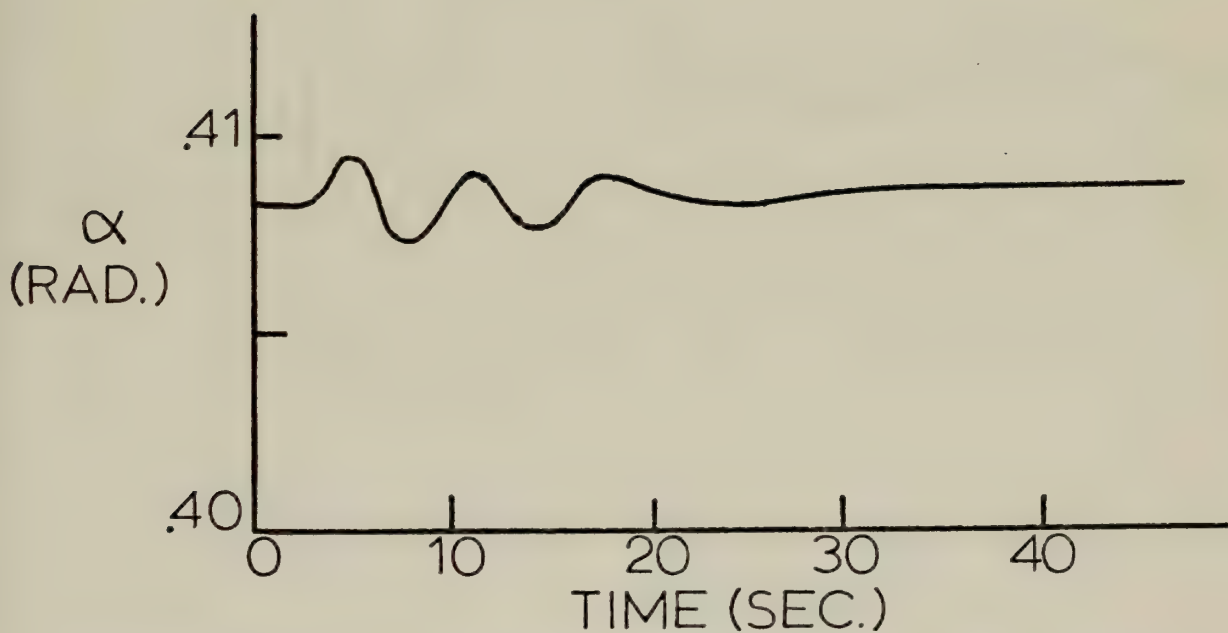


FIGURE 3c. ANGLE OF ATTACK VS. TIME

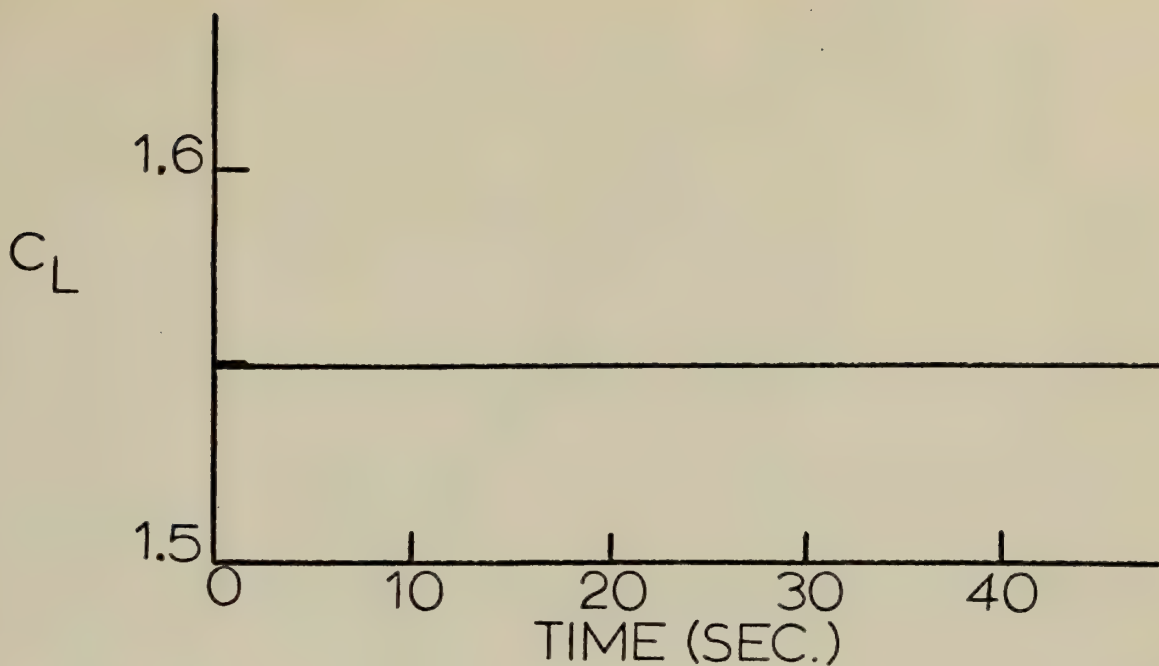


FIGURE 3d. LIFT COEFFICIENT VS. TIME

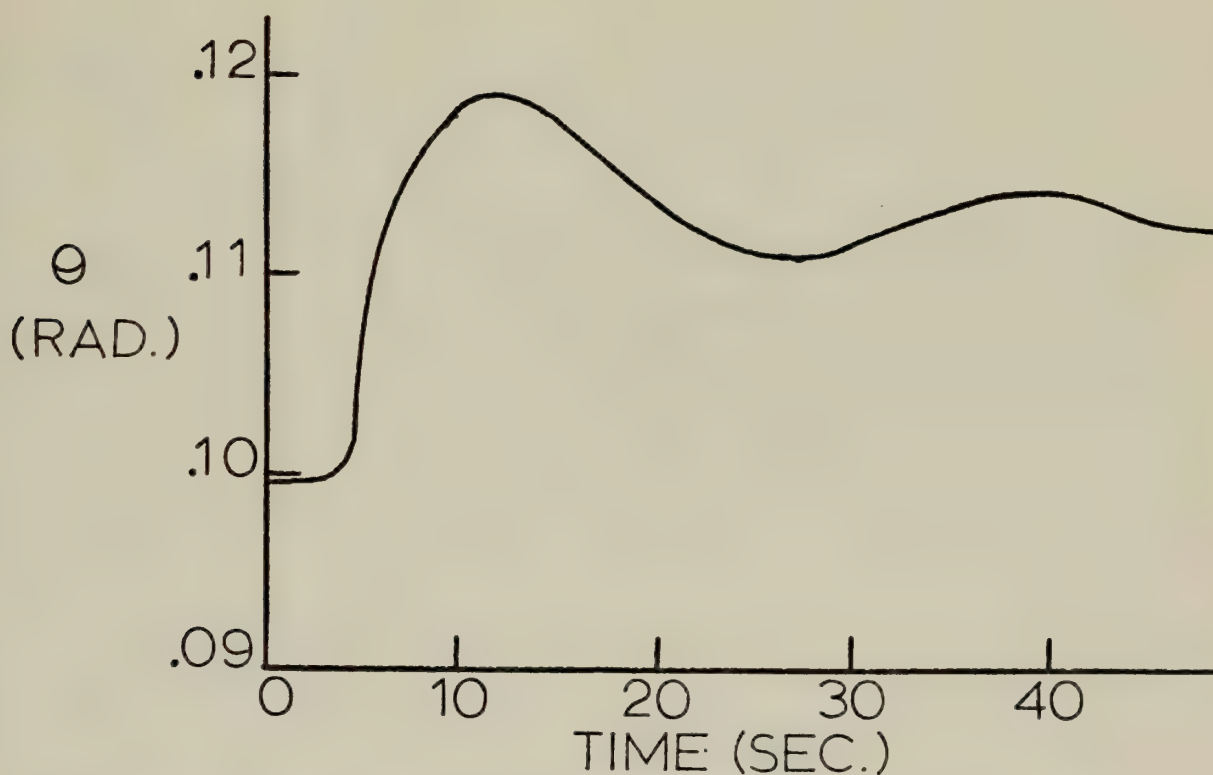


FIGURE 3e. PITCH ANGLE VS. TIME

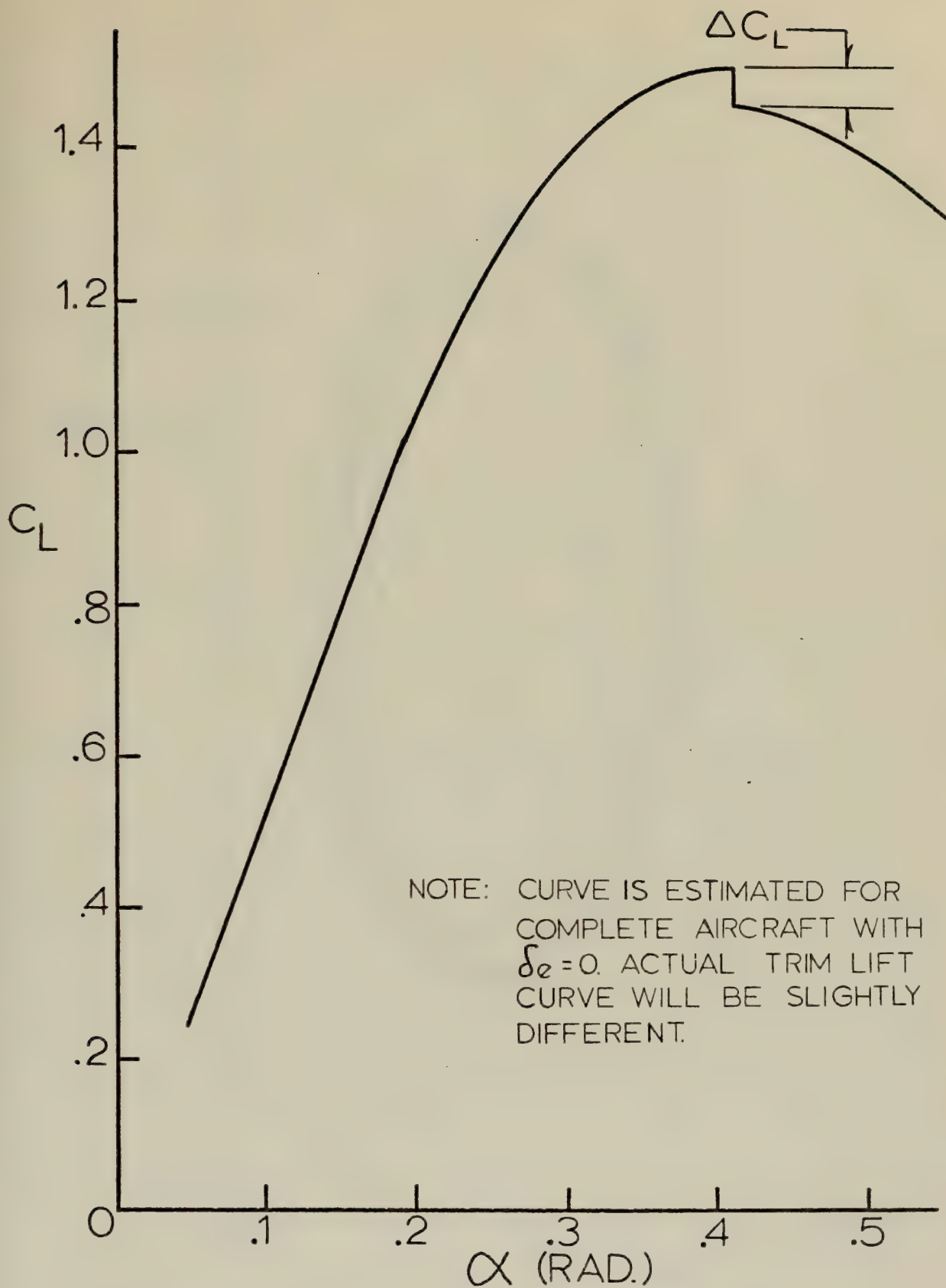


FIGURE 4.

C_L VERSUS α

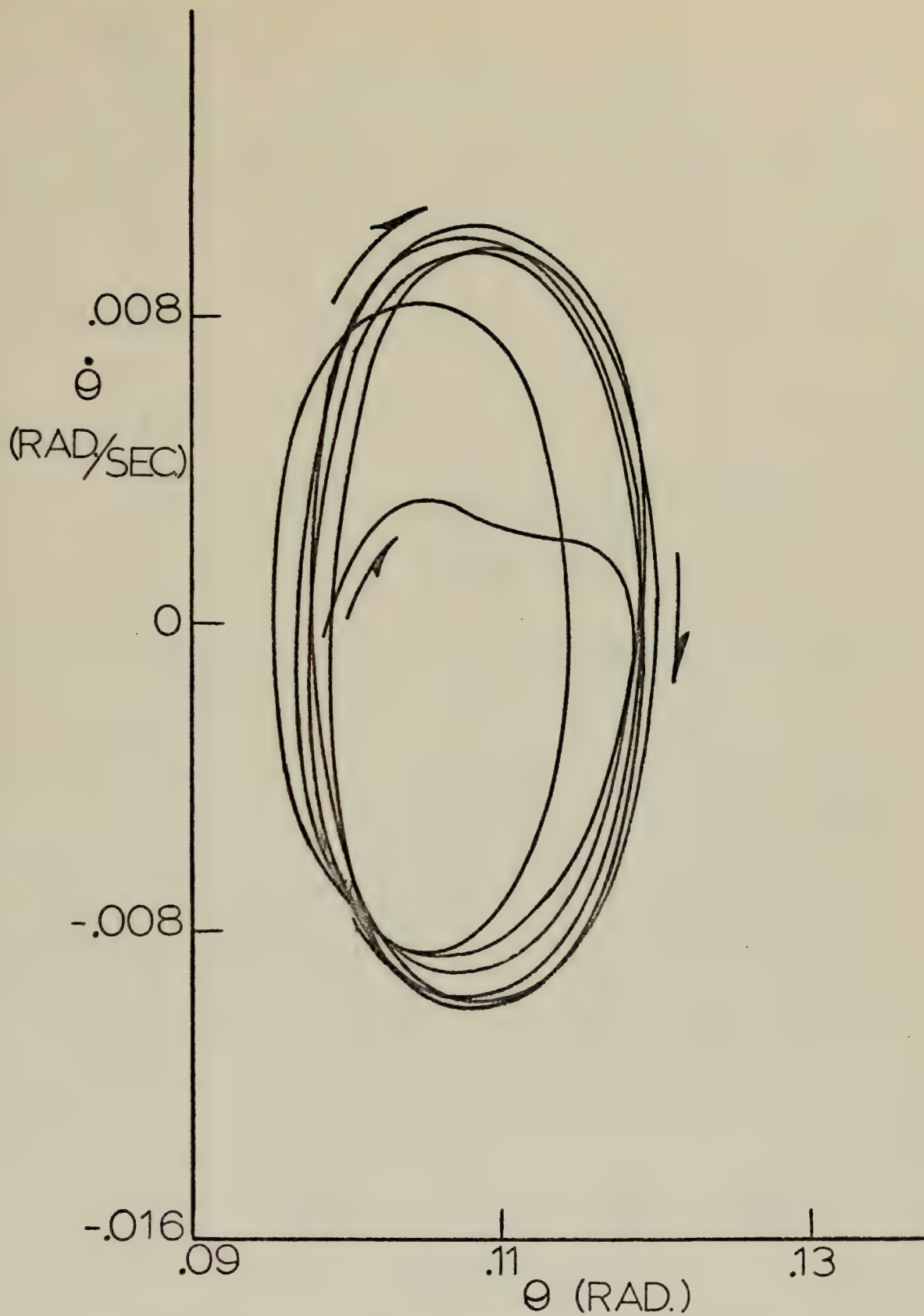


FIGURE 5a. PHASE PLANE

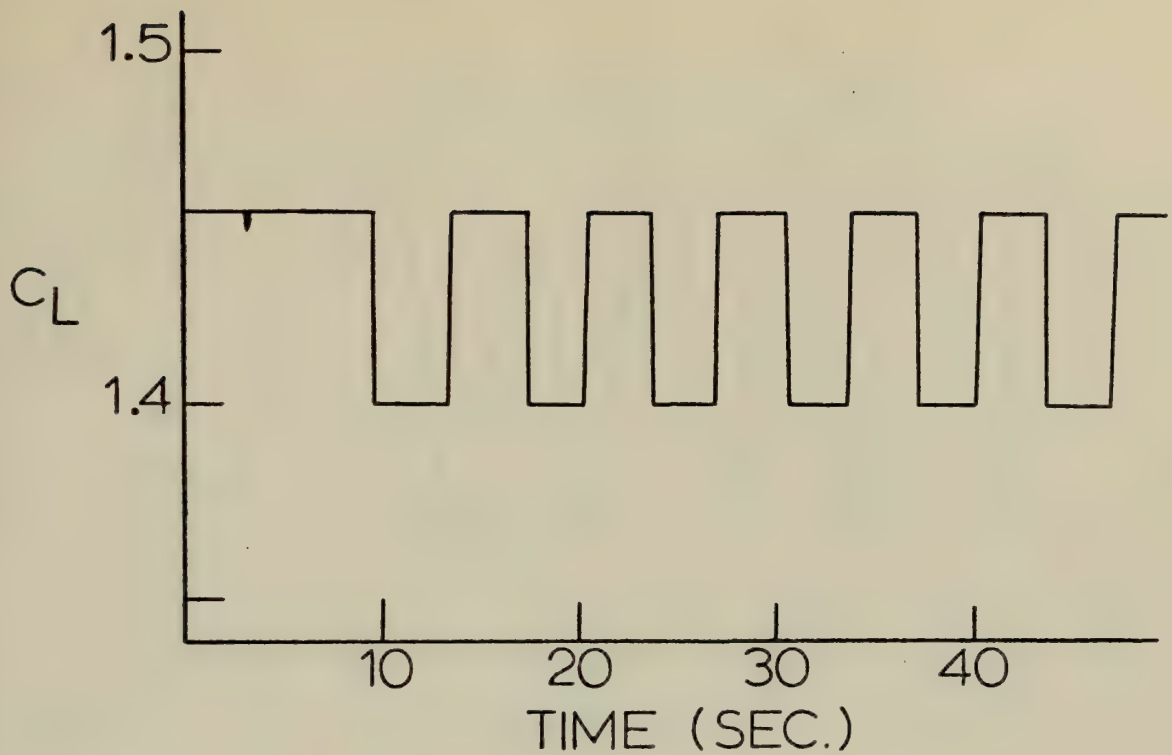


FIGURE 5b. C_L VERSUS TIME

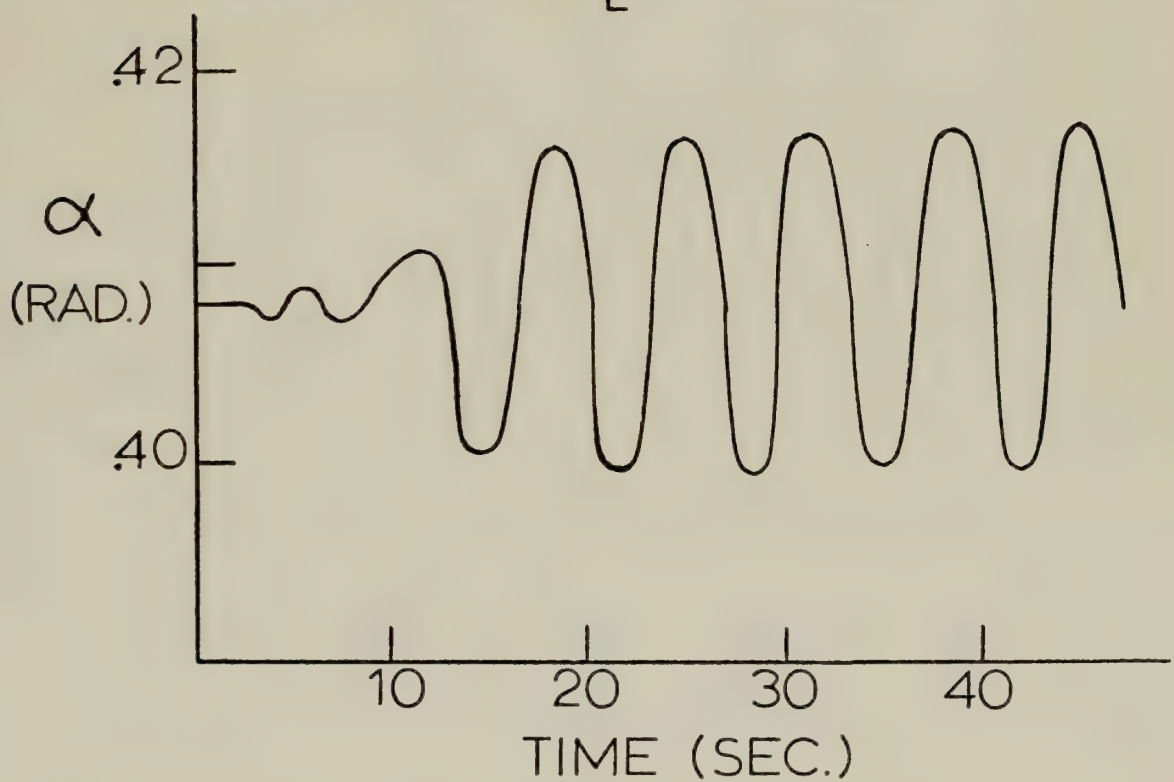


FIGURE 5c. ANGLE of ATTACK VS. TIME

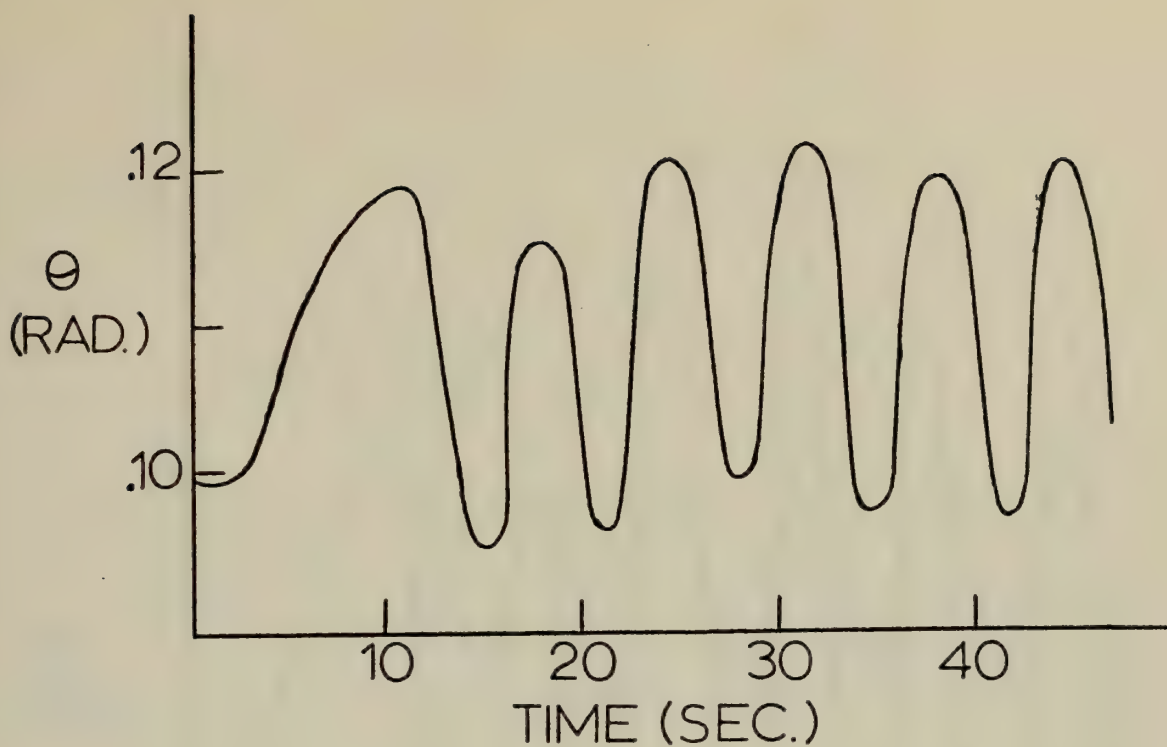


FIGURE 5d. PITCH ANGLE VERSUS TIME

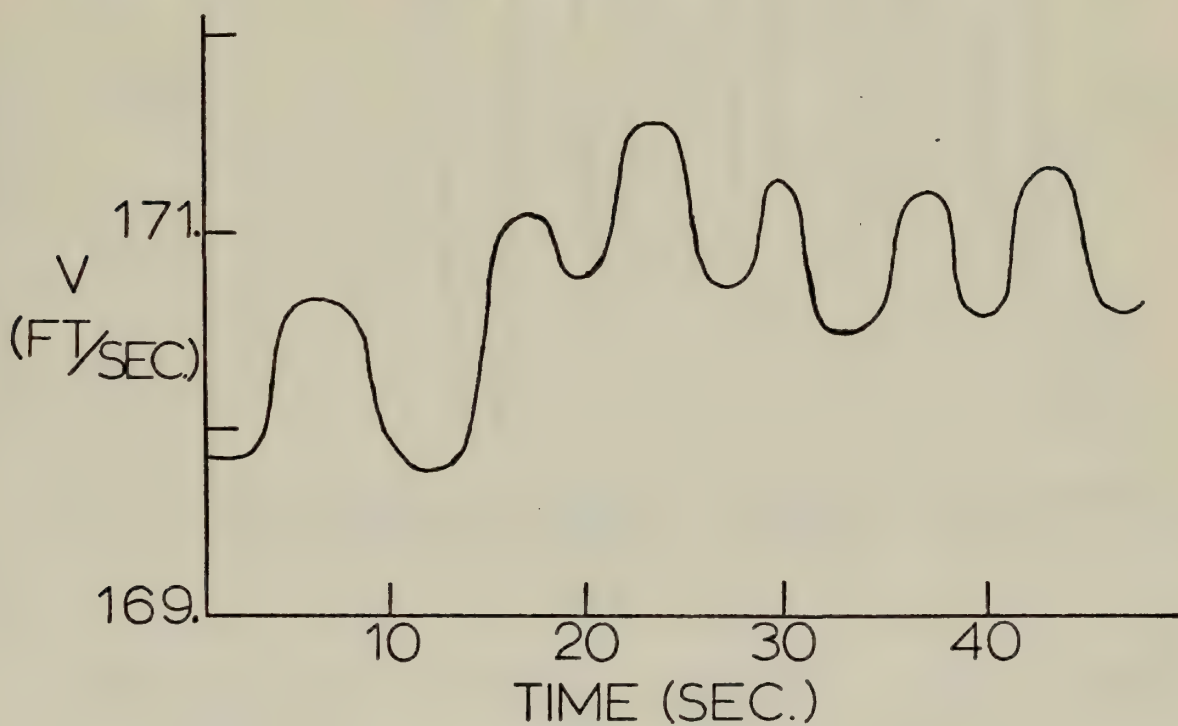


FIGURE 5e. VELOCITY VERSUS TIME

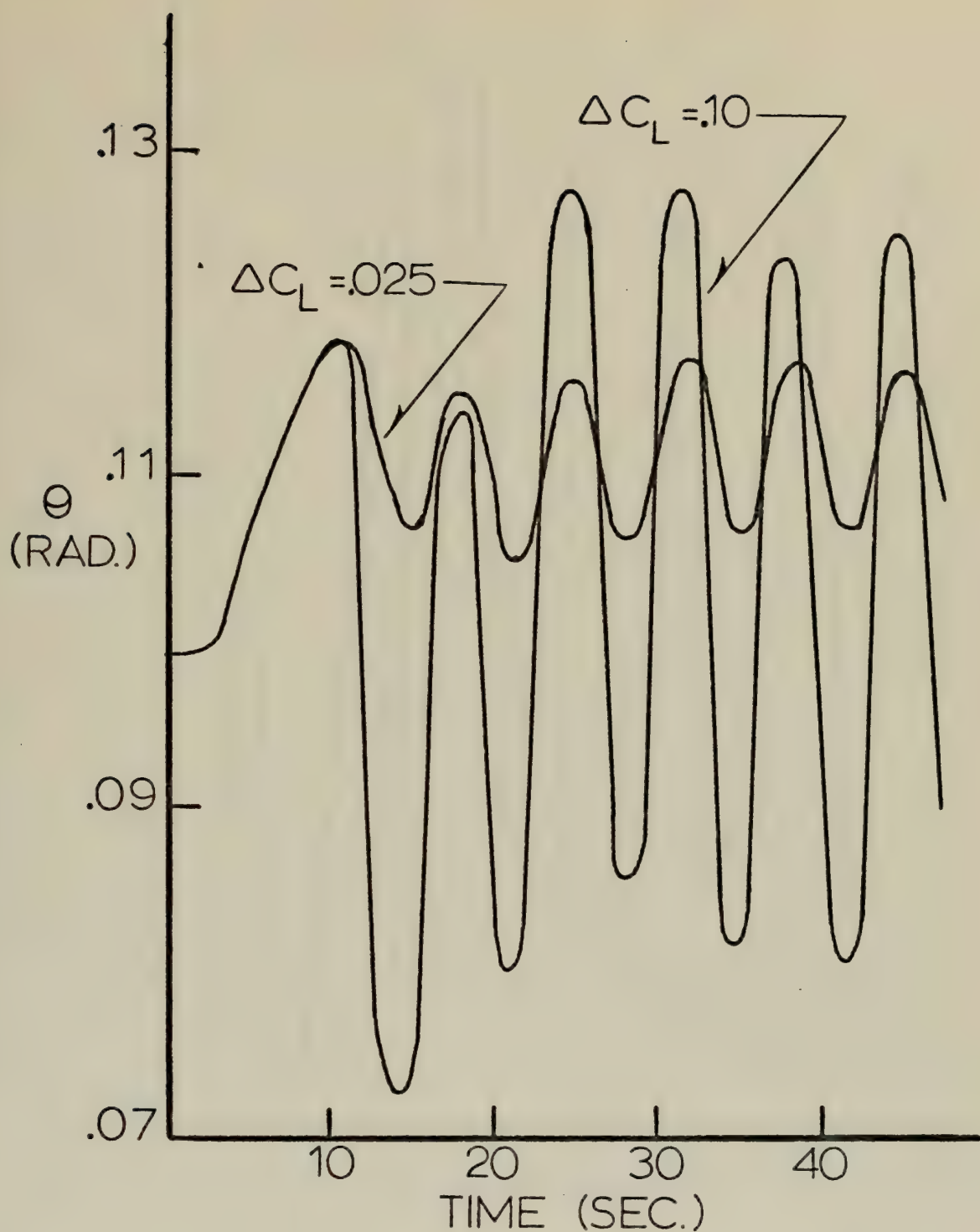


FIGURE 6. PITCH ANGLE VS. TIME
FOR VARYING ΔC_L

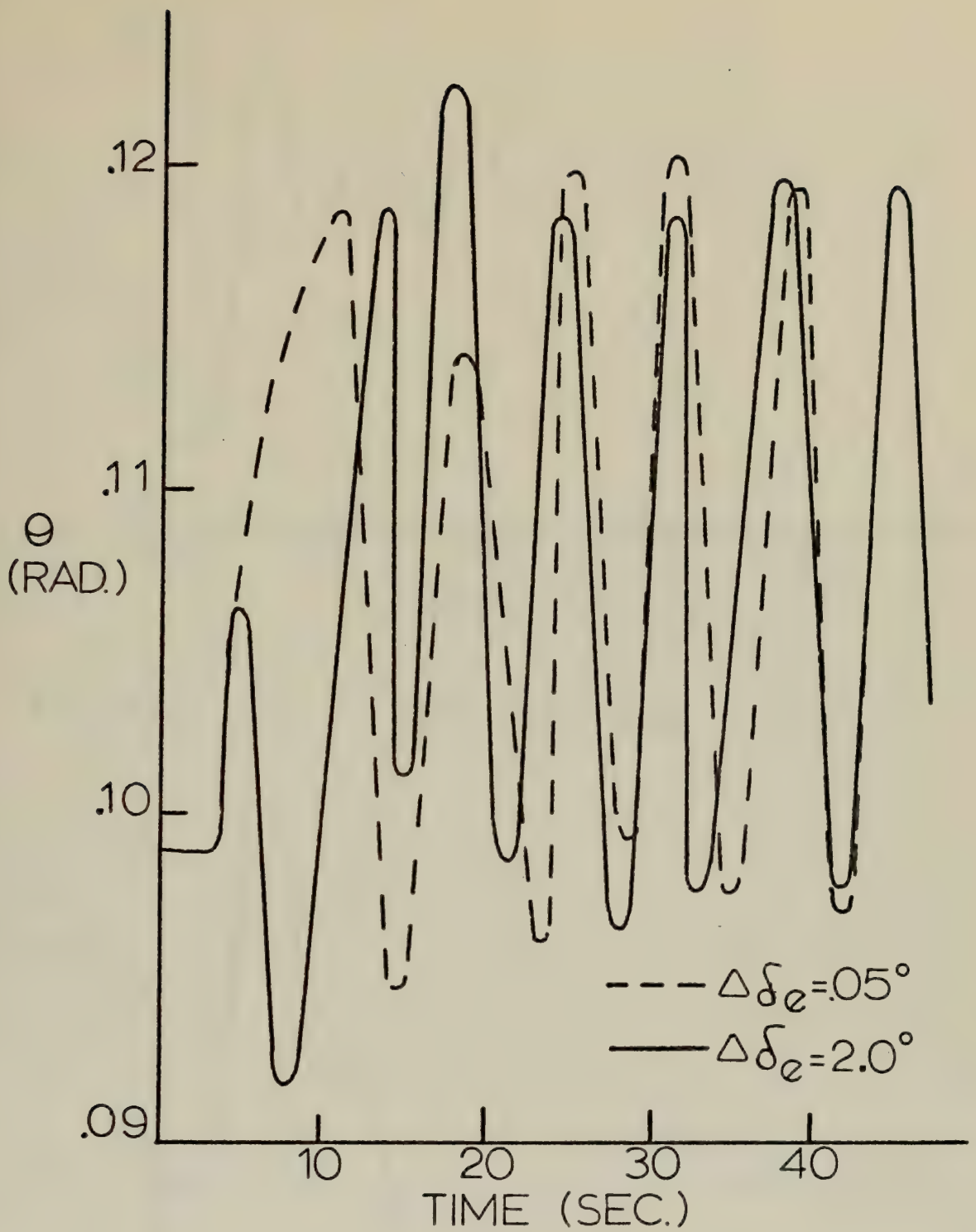


FIGURE 7. PITCH ANGLE VS. TIME
VARYING ELEVATOR IMPULSE

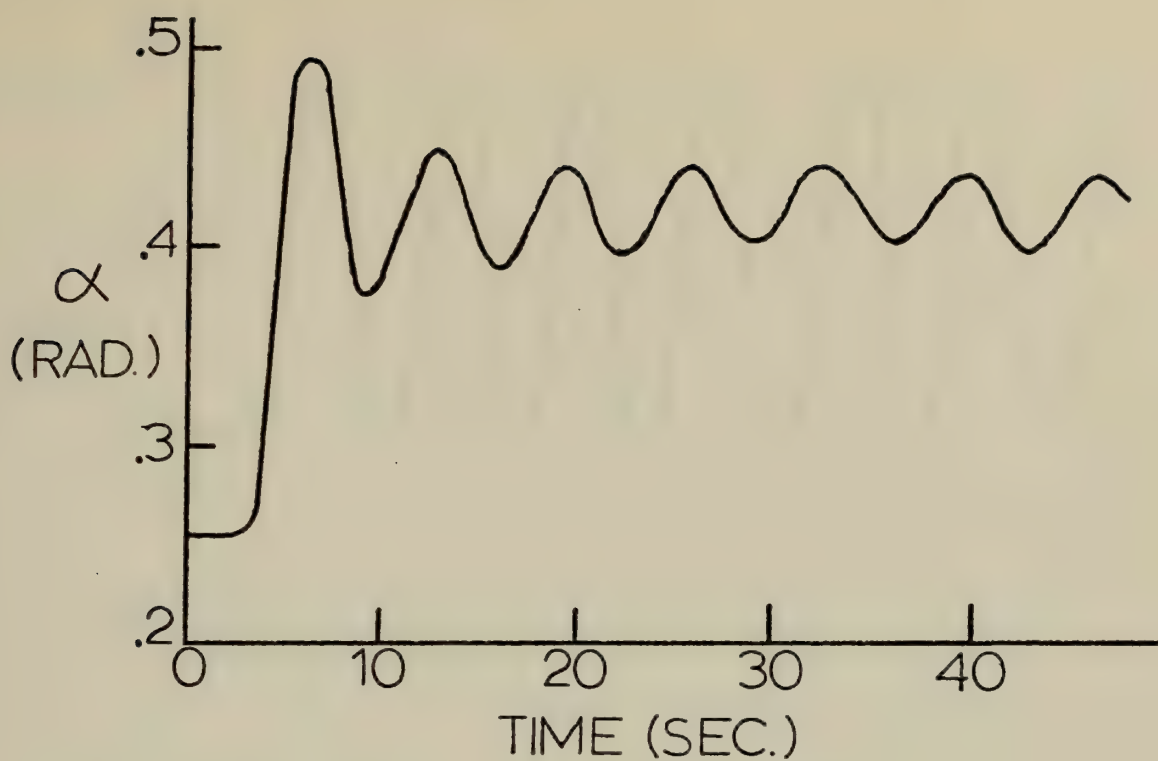


FIGURE 8a. α VERSUS TIME

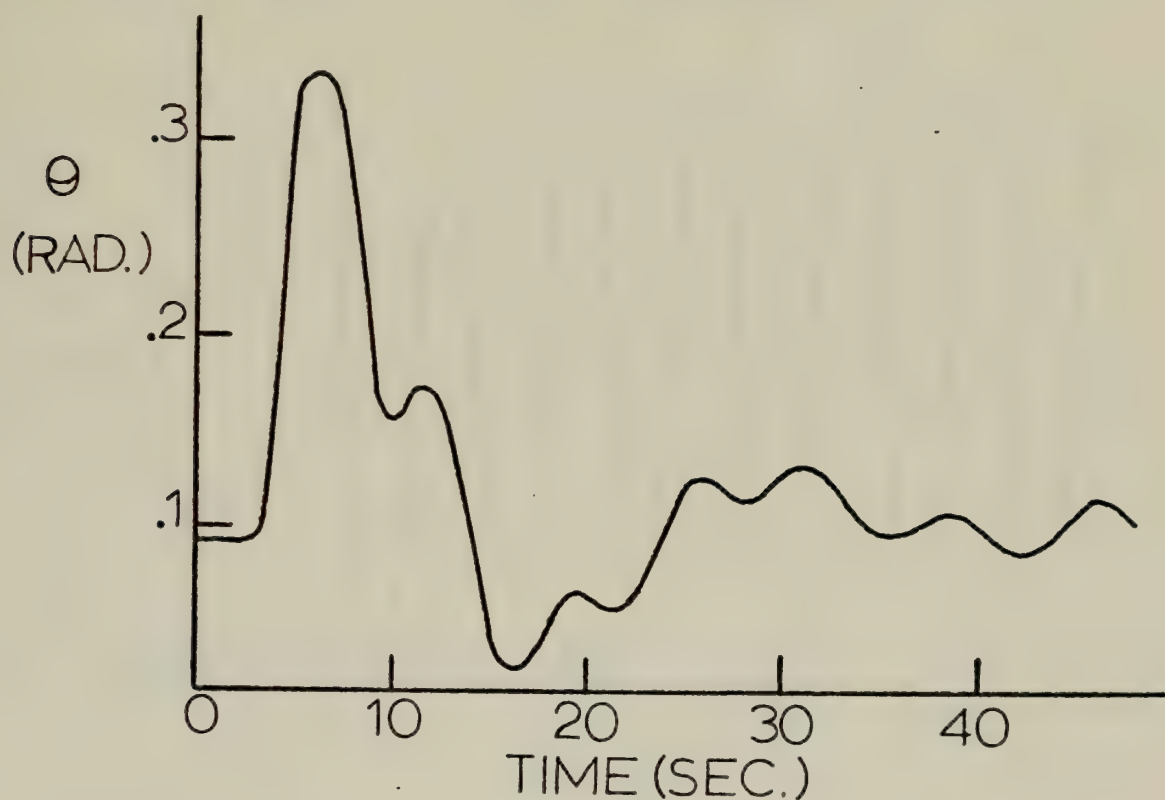


FIGURE 8b. θ VERSUS TIME

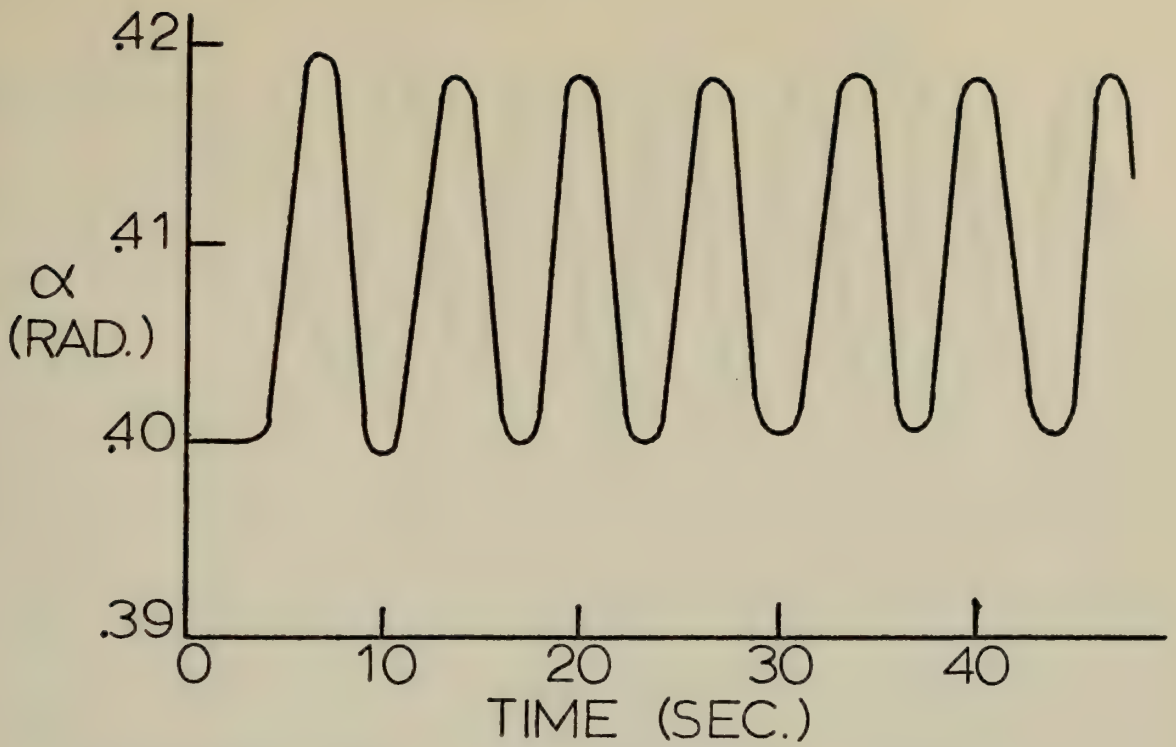


FIGURE 9a. α VERSUS TIME

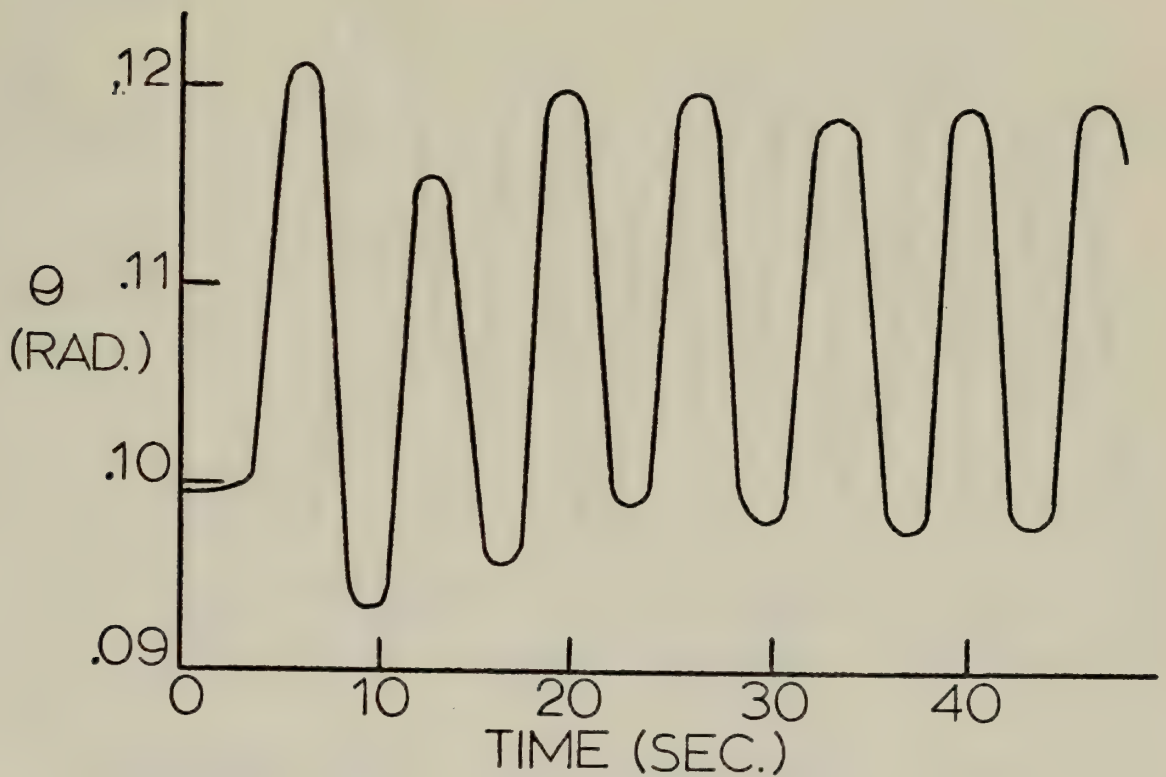


FIGURE 9b. θ VERSUS TIME

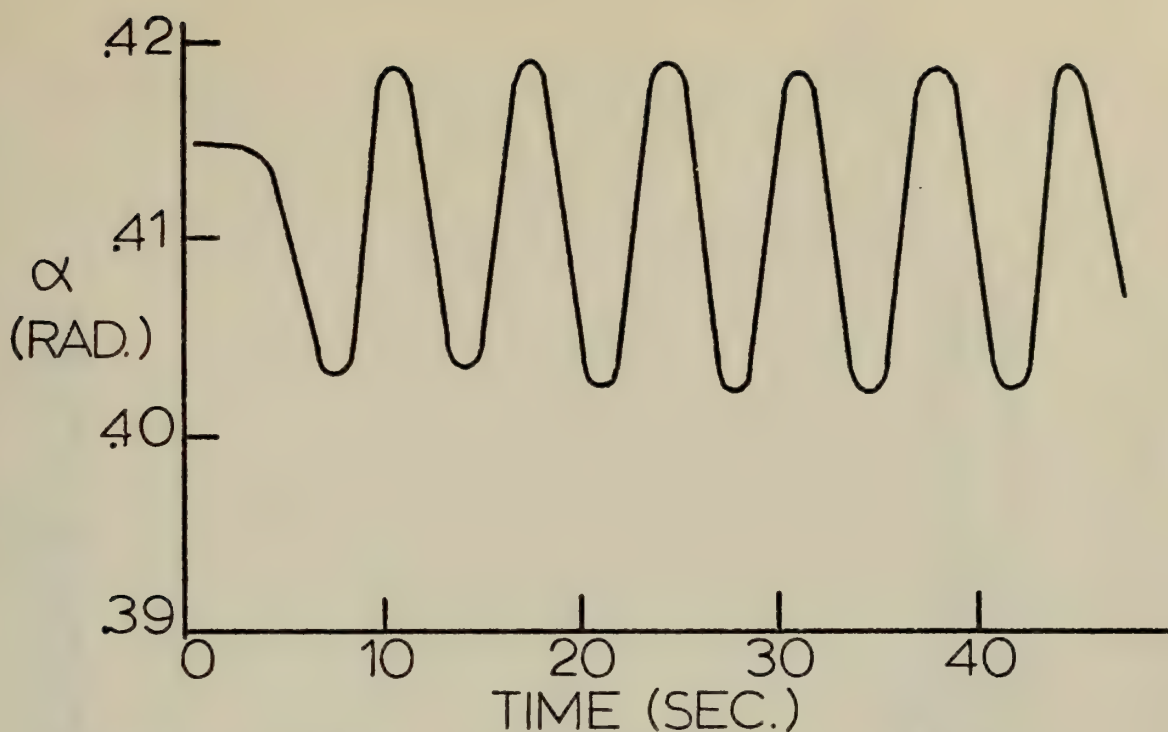


FIGURE 10 a. α VERSUS TIME

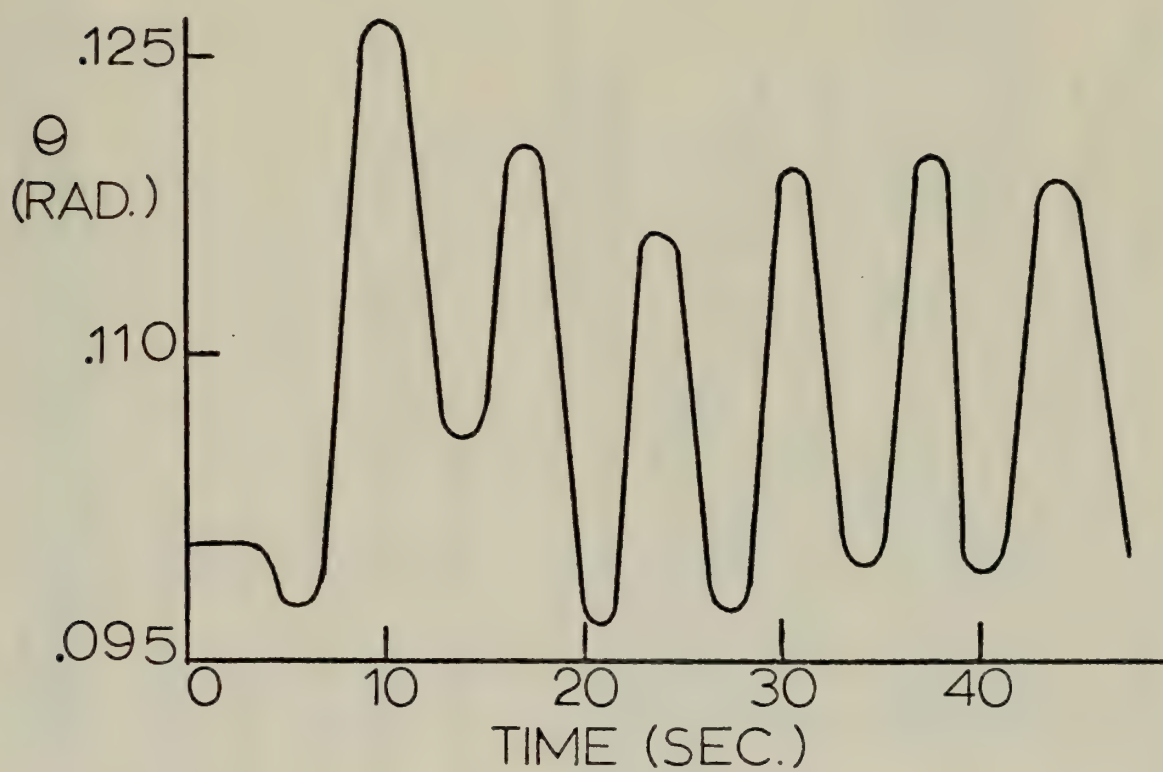


FIGURE 10 b. θ VERSUS TIME

THIS PROGRAM PREDICTS THE LONGITUDINAL BEHAVIOR OF AN AIRCRAFT USING WIND TUNNEL DATA. A FOURTH ORDER RUNGE-KUTTA INTEGRATION SCHEME SOLVES THE DIFFERENTIAL EQUATIONS OF MOTION. THE FOLLOWING FUNCTION SUBROUTINES ARE USED BY THE RUNGE-KUTTA SCHEME:

FUNCTION F1= U-DOT

FUNCTION F2= W-DOT

FUNCTION F3= THETA-DOT

FUNCTION F4= THETA-DOUBLE DOT

FUNCTION F5= ALPHA-DOT

SUBROUTINE TRIM DETERMINES THE ELEVATOR DEFLECTION, DE.

THE FOLLOWING ARE DIMENSIONED QUANTITIES:

T(I)= REAL TIME
X1(I)= U VELOCITY COMPONENT
X2(I)= W VELOCITY COMPONENT
X3(I)= PITCH ANGLE, THETA, IN RADIANS
X4(I)= RATE OF CHANGE OF PITCH ANGLE
X5(I)= ANGLE OF ATTACK, ALPHA, IN RADIANS
H(I)= ALTITUDE IN FEET
HDOT(I)= RATE OF CHANGE OF ALTITUDE
ANFP(I)= FLIGHT PATH NORMAL ACCELERATION

```

IMPLICIT REAL*8(A-H,K-Z)
REAL*4 RANGE0,RANGE,RANGE1,RANGE2,RANGE3,RANGE4
DIMENSION T(941),X1(941),X2(941),X3(941),X4(941),X5(941),VEL(941),
1ANFP(941),H(941),ACD(941),ACM(941),DEL(941),CLP(941),RANG
2E(4),RANGE1(4),RANGE2(4),RANGE3(4),RANGE0(4),RANGE4(4)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
READ(5,19) I1,I2,I3,I4
READ(5,1) TT,CLTD,CLDE,RHO,S,MA,JM
READ(5,2) CMTD,CMAD,CMDE,BIY,CBAR

```

THE FOLLOWING ARRAYS ARE READ INTO THE PROGRAM TO BE USED BY SUBROUTINE

SPLIN1. SPLIN1 IS GIVEN 14 SETS OF VALUES TO BE USED AS ORDINATE AND ABSISSA FOR A TABLE OF DATA. THE ARRAYS ARE:

X= VALUES OF ANGLE OF ATTACK
Y= VALUES OF LIFT COEFFICIENTS
V= VALUES OF DRAG COEFFICIENTS
XX= VALUES OF PITCHING MOMENT COEFFICIENT

SPLIN1 TAKES A GIVEN VALUE OF ANGLE OF ATTACK AND PROVIDES THE CORRESPONDING VALUE OF CL, CD AND CM, USING A CUBIC CURVE FITTING TECHNIQUE.

```
READ(5,3) X
READ(5,3) Y
READ(5,3) V
READ(5,3) XX
```

STEP SIZE HI USED IN THE RUNGE-KUTTA SCHEME IS IN REAL TIME (SECONDS).

```
HI=0.5D-01
G=32.174
JJ=1
IM=941
IMM=IM-1
Z3=0.0
```

AIRCRAFT ALTITUDE IS SET AT MEAN SEA LEVEL TO CORRESPOND WITH THE DENSITY ALTITUDE USED.

```
H(1)=0
```

THE FOLLOWING VALUES OF 'RANGE' DEFINE THE SCALES FOR THE SIX OUTPUT GRAPHS.

```
RANGE0(1)=0.500
RANGE0(2)=0.100
RANGE0(3)=1.700
RANGE0(4)=0.500
RANGE(1)=48.0
RANGE(2)=0.0
RANGE(3)=112.0
RANGE(4)=88.0
RANGE(1)=48.0
RANGE(2)=0.0
RANGE(3)=0.5000
RANGE(4)=0.3500
RANGE2(1)=48.0
RANGE2(2)=0.0
RANGE2(3)=1.7
```



```

RANGE2(4)=1.1
RANGE3(1)=48.0
RANGE3(2)=0.0
RANGE3(3)=2.3
RANGE3(4)=1.1
RANGE4(1)=48.0
RANGE4(2)=0.0
RANGE4(3)=0.130
RANGE4(4)=0.070

```

THE INITIAL CONDITIONS ARE READ INTO THE PROGRAM.

```

T(1)=0.000
READ(5,4) W, AOA, THETA

```

ALL VALUES READ INTO THE PROGRAM ARE PRINTED OUT AS AN ECHO CHECK.

```

WRITE(6,14)
WRITE(6,5) TT, CLTD, CLDE, RHO, S, MA, JM, CMTD, CMAD, CMDE, BIY, CBAR, IL,
  I12, I13, I14
WRITE(6,6)
WRITE(6,7) (X(I), Y(I), V(I), XX(I), I=1, 14)
ATH=THETA-AOA
IF(DABS(ATH).GT.0.1D-02) GO TO 600
WRITE(6,8) AOA, W

```

THE INPUT DATA IS USED TO CALCULATE THE TRIM CONDITIONS FOR STEADY LEVEL FLIGHT. SUBROUTINE TRIM TAKES ANGLE OF ATTACK PLUS THE OTHER AIRCRAFT DATA AND CALCULATES THE CORRESPONDING VELOCITY, ELEVATOR ANGLE, THRUST, LIFT, DRAG AND MOMENT COEFFICIENTS. SUBROUTINE TRIM USES THE FORCE AND MOMENT EQUATIONS AT STATIC EQUILIBRIUM. THIS CALCULATED DATA IS THEN USED AS THE INITIAL CONDITIONS TO START THE RUNGE-KUTTA INTEGRATION SCHEME.

```

110 CALL TRIM(W, THETA, AOA, B1, C1, D1, E1, FF, VLL, I1)
  WRITE(6,10)
  WRITE(6,11) B1, C1, VLL, D1, E1, FF, DE, CL, CM, CD, IT
  CALL UTPLOT(X, Y, 14, RANGE0, 2, 0)
  X1(1)=B1
  X2(1)=C1
  X3(1)=D1
  X4(1)=E1
  X5(1)=FF
  DEL(1)=DE
  ACL(1)=CL
  ACD(1)=CD

```



```

A=T(1)
B=X1(1)
C=X2(1)
D=X3(1)
E=X4(1)
F=X5(1)
WRITE(6,12)
DELTT=(TT-250.0)/24.0
IF(DELTT) 112,112,113
112 DELTT=0.0
113 DO 200 I=1,IMM
    IF(I.GE.25) GO TO 140
    IF(I1.EQ.1) GO TO 140
    IF(I1.EQ.2) GO TO 120
    IF(I1.EQ.3) GO TO 130
    TT=0.0
    GO TO 140
120 TT=TT-DELTT GO TO 190
130 IF(I4.EQ.1) GO TO 190
140 IF(I.LE.80) GO TO 190
    XVEL=X1(I)-X1(I+1)
    IF(XVEL) 150,190,190
    IF(I4.GE.3) GO TO 160
    I4=I+60
    IF(I.LT.I4) GO TO 190
    IF(IJ.GE.25) GO TO 190
    TT=TT+DELTT
    JJ=JJ+1
190 CALL RUNKUT(A,B,C,D,E,F,B1,C1,D1,E1,FF)
    X1(I+1)=B1
    X2(I+1)=C1
    X3(I+1)=D1
    X4(I+1)=E1
    X5(I+1)=FF
    T(I+1)=T(I)+HI
    A=T(I+1)
    B=X1(I+1)
    C=X2(I+1)
    D=X3(I+1)
    E=X4(I+1)
    F=X5(I+1)
    DEL(I+1)=DE
    ACL(I+1)=CL
    ACM(I+1)=CM
    ACD(I+1)=CD

```

AT THIS POINT THE DESIRED ELEVATOR MANIPULATION IS INSERTED USING THE APPROPRIATE LOGIC STATEMENTS.

AN ELEVATOR IMPULSE OF 1/2 DEGREE IS INSERTED FOR 1/20 SECOND.

```

191 IF((A.GE.2.980).AND.(A.LE.3.02)) GO TO 191
    IF ((A.GE.3.020).AND.(A.LE.3.06)) GO TO 195
    GO TO 200
    DE=DE-0.0087250
    GO TO 200
    DE=DE+0.0087250
    GO TO 200
    CONTINUE

```

THE RESULTANT AIRCRAFT VELOCITY, NORMAL FLIGHT PATH ACCELERATION, ACTUAL LIFT COEFFICIENT AND ALTITUDE IS CALCULATED FOR EACH TIME STEP.

```

300 DO 300 I=1,IM
    VEL(I)=DSQRT(X1(I)*X1(I)+X2(I)*X2(I))
    ANFP(I)=((VEL(I)*X4(I))/G)+DCOS(X3(I)-X5(I))
    CLP(I)=ACL(I)/ANFP(I)
    HDOT=VEL(I)*DSIN(X3(I)-X5(I))*101.3364
    IF(I.EQ.IM) GO TO 300
    H(I+1)=H(I)+(HDOT*(T(I+1)-T(I))/60.0)
    CONTINUE
    J=75
    DO 410 I=1,IM
        IF(I.EQ.J) GO TO 420
        WRITE(6,13) T(I),X1(I),X2(I),VEL(I),X3(I),X4(I),X5(I),DEL(I),ACL(I),CLP(I),ACD(I),ANFP(I),H(I)
        CONTINUE
        GO TO 450
        WRITE(6,12)
        J=J+75
        GO TO 400
        WRITE(6,15)
        DO 500 I=1,IM
            VEL(I)=VEL(I)*0.592086
            CONTINUE
            CALL UTPLT(T,VEL,941,RANGE,2,0)
            WRITE(6,16)
            CALL UTPLT(T,X5,941,RANGE1,2,0)
            WRITE(6,17)
            CALL UTPLT(T,ACL,941,RANGE2,2,0)
            WRITE(6,18)
            CALL UTPLT(T,CLP,941,RANGE3,2,0)
            WRITE(6,21)
            CALL UTPLT(T,X3,941,RANGE4,2,0)
            GO TO 1000
        WRITE(6,9) AOA,THETA,W
        GO TO 110
    400
    410
    420
    450
    500
    600

```



```

1  FORMAT(F10.3,5F10.5,I3)
2  FORMAT(3F10.5,F10.2,F10.5)
3  FORMAT(7F10.7)
4  FORMAT(F10.2,F10.6,F10.6)
5  FORMAT(T55,INPUT DATA,/,T20,TT =,T26,F10.3,T40,CLTD =,T46
1,F9.6,T60,CLDE =,T66,F7.2,T60,RHO =,T86,F10.7,/,T20,TS
1,T26,F7.2,T40,MASS =,T46,F7.2,T60,JM =,T66,I3,T80,CMTD =,T
386,F9.6,/,T20,CMAD =,T26,F9.6,T40,CMDE =,T46,F7.4,T60,BIY =
4,T66,F9.2,T80,CBAR =,T86,F5.2,/,T20,I1 =,T26,I2,T40,I2
5=,T46,I2,T60,I3 =,T66,I2,T80,I4 =,T86,I2)
6  FORMAT(/,T51,DATA USED BY SPLIN IN TABLE LOOK UP,/,T18,ANGLE
1OF ATTACK,T55,CL,T85,CD,/,T14,CM,/)
7  FORMAT(,O,T18,F12.6,T48,F12.6,T78,F12.6,T108,F12.6)
8  FORMAT(/,T40,INPUT DATA,/,T20,ANGLE OF ATTACK = PITCH ANGLE
1=,T52,F8.5,T65,(AIRCRAFT IN LEVEL FLIGHT),/,T20,AIRCRAFT WEIG
2HT =,T38,F9.2)
9  FORMAT(/,T61,INPUT DATA,/,T52,ANGLE OF ATTACK =,T70,F8.5,
1/,T52,PITCH ANGLE =,T70,F8.5,/,T52,AIRCRAFT WEIGHT =,T70,
2F9.2)
10 FORMAT(/,T18,FOR TRIMMED LEVEL FLIGHT, THE AIRCRAFT PARAMETERS
1 HAVE THE FOLLOWING VALUES,/,T3,X VEL,T14,Z VEL,T23,
2,A/C VEL,T38,THETA,T50,THETA DOT,T66,AOA,T75,ELEV. ANGLE,T9
44,CL,T108,CM,T122,CD,/)
11 FORMAT(T1,F8.3,T12,F8.3,T23,F8.3,
1,T89,F10.7,T103,F10.7,T117,F10.7,/,T38,THRUST FOR LEVEL FLIGHT =
3,T64,F8.2)
12 FORMAT(,I2,TIME,T12,X VEL,T22,Z VEL,T31,A/C VEL,T43,TH
1HETA,T50,THETA DOT,T64,AOA,T74,DE,T85,CL,T92,CL-#,T101,
2,CM,T111,CD,T119,ANFP,T128,ALT,/)
13 FORMAT(F7.3,T10,F8.3,T20,F8.3,T30,F8.3,T41,F8.5,T51,F8.5,T61,F8.5,
1,T71,F8.5,T81,F7.4,T90,F7.4,T99,F7.4,T108,F7.4,T117,F7.4,T126,F7.1)
14 FORMAT(,I1)
15 FORMAT(,I1,/,T34,RESULTANT AIRCRAFT VELOCITY(KTS.) VS. TIME,/)
16 FORMAT(,I1,/,T41,AIRCRAFT AOA VS. TIME,/)
17 FORMAT(,I1,/,T43,AIRCRAFT CL VS. TIME,/)
18 FORMAT(,I1,/,T30,AIRCRAFT CL-# (BASED ON NORMAL FLIGHT PATH ACC
1EL.) VS. TIME,/)
19 FORMAT(4,I2)
20 FORMAT(,I1,/,T20,CL VS AOA (TABLE LOOK-UP DATA),/)
21 FORMAT(,I1,/,T30,THETA VS. TIME,/)
1000 STOP
END

```



```

SUBROUTINE RUNKUT(A,B,C,D,E,F,B1,C1,D1,E1,FF)
IMPLICIT REAL*8(A-H,K-Z)
HI=0.5D-01
K1=HI*F1(A,B,C,D,E,F)
L1=HI*F2(A,B,C,D,E,F)
M1=HI*F3(A,B,C,D,E,F)
N1=HI*F4(A,B,C,D,E,F)
P1=HI*F5(A,B,C,D,E,F)
K2=HI*F1(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
L2=HI*F2(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
M2=HI*F3(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
N2=HI*F4(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
P2=HI*F5(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
K3=HI*F1(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
L3=HI*F2(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
M3=HI*F3(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
N3=HI*F4(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
P3=HI*F5(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
K4=HI*F1(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
L4=HI*F2(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
M4=HI*F3(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
N4=HI*F4(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
P4=HI*F5(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
B1=B+(K1+2.0*K2+2.0*K3+K4)/6.0
C1=C+(L1+2.0*L2+2.0*L3+L4)/6.0
D1=D+(M1+2.0*M2+2.0*M3+M4)/6.0
E1=E+(N1+2.0*N2+2.0*N3+N4)/6.0
FF=F+(P1+2.0*P2+2.0*P3+P4)/6.0
RETURN
END

```

```

FUNCTION F1(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
AA=(X1*X1+X2*X2)
CALL SPLINI(X,Y,JM,X5,CLA)
CALL SPLINI(X,XX,JM,X5,CMA)
CALL SPLINI(X,V,JM,X5,CD)
CL=CLA+CLTD*0.5*CMBAR*X4/DSQRT(AA)+CLDE*DE

```

LOGIC STATEMENTS TO INCLUDE DELTA CL ARE INSERTED HERE.

```

CT=(2.0*TT)/(RHO*AA*S)
CX=CT+CL*DSIN(X5)-CD*DCOS(X5)
CZ=(-1.0*(CL*DCOS(X5)+CD*DSIN(X5)))
F1=((RHO*AA*S)/(2.0*MA))*CX-G*DSIN(X3)-X2*X4

```



```

Z1=F1
10 RETURN
END

FUNCTION F2(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
F2=((RHO*AA*S)/(2.0*MA))*CZ+G*DCOS(X3)+X1*X4
Z2=F2
10 RETURN
END

FUNCTION F3(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
F3=X4
10 RETURN
END

FUNCTION F4(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
CM=CMA+(CMTD*0.5*CBAR*X4)/DSQRT(AA)+CMAD*{(Z2*DCOS(X5)-Z1*DSIN(X5))
1)*0.5*CBAR/AA)+CMDE*DE
F4=((RHO*AA*S*CBAR)/(2.0*BIY))*CM
10 RETURN
END

FUNCTION F5(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
F5=(Z2*DCOS(X5)-Z1*DSIN(X5))/DSQRT(AA)
Z3=F5
10 RETURN
END

SUBROUTINE TRIM(W,THETA,AOA,B1,C1,D1,E1,FF,VLL,I1)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
X5=AOA

```



```

CM=0.0
CALL SPLIN1(X,Y,JM,X5,CLA)
CALL SPLIN1(X,XX,JM,X5,CMA)
CALL SPLIN1(X,V,JM,X5,CD)
DE=-1.0*(CMA/CMDE)
CL=CLA+CLDE*DE

```

LOGIC STATEMENTS TO INCLUDE DELTA CL ARE INSERTED HERE.

```

AT=THETA-AOA
IF(AT) 1,2,2
1 IF(I1.EQ.2) GO TO 3
2 SAT=DSIN(AT)
CAT=DCOS(AT)
SA=DSIN(AOA)
CA=DCOS(AOA)
NUM1=W*(CAT*CA-SAT*SA)
DEN1=S*(CL*CA+CD*SA)
Q=NUM1/DEN1
LD=CL/CD
NUM2=W*(LD*SAT+CAT)
DEN2=LD*CA+SA
TT=NUM2/DEN2
GO TO 4
3 Q=(W*DCOS(AT))/(CL*S)
TT=0.0
VX=(2.0*Q)/RHO
VLL=DSQRT(VX)
BI=VLL*DCOS(X5)
CI=VLL*DSIN(X5)
DI=THETA
EI=0.0
FF=X5
RETURN
END

```

```

SUBROUTINE SPLIN1(X,Y,M,XINT,YINT)
IMPLICIT REAL*8 (A-H),REAL*8 (O-Z)
DIMENSION X(M),Y(M),C(4,30)
CALL SPLICO(X,Y,M,C)
K=1
ENTRY SPLINN(X,Y,M,XINT,YINT)
1 IF(XINT-X(1)) 2,3,4
2 K=1
3 YINT=Y(1)

```



```

RETURN
4 IF(XINT-X(K+1))8,5,6
5 YINT=Y(K+1)
RETURN
6 K=K+1
7 IF(M-K) 7,7,1
8 K=M-1
GO TO 11
9 IF(XINT-X(K))9,10,13
10 YINT=Y(K)
RETURN
11 K=K-1
GO TO 8
12 PRINT 12,XINT
13 FORMAT(8HOXINT = E18.9,32H, OUT OF RANGE FOR INTERPOLATION)
YINT=(X(K+1)-XINT)*(C(1,K)*(X(K+1)-XINT)**2+C(3,K))
YINT=YINT+(XINT-X(K))*(C(2,K)*(XINT-X(K))**2+C(4,K))
RETURN
END

SUBROUTINE SPLICO(X,Y,M,C)
IMPLICIT REAL*8 (A-H),REAL*8 (O-Z)
DIMENSION X(M),Y(M),C(4,30),D(30),P(30),E(30),A(30,3),B(30),Z(30)
MM=M-1
DO 2 K=1,MM
D(K)=X(K+1)-X(K)
P(K)=D(K)/6.
2 E(K)=(Y(K+1)-Y(K))/D(K)
DO 3 K=2,MM
3 B(K)=E(K)-E(K-1)
A(1,2)=-1.-D(1)/D(2)
A(1,3)=D(1)/D(2)
A(2,3)=P(2)-P(1)*A(1,3)
A(2,2)=2.*(P(1)+P(2))-P(1)*A(1,2)
A(2,3)=A(2,3)/A(2,2)
B(2)=B(2)/A(2,2)
DO 4 K=3,MM
4 A(K,2)=2.*(P(K-1)+P(K))-P(K-1)*A(K-1,3)
B(K)=B(K)-P(K-1)*B(K-1)
A(K,3)=P(K)/A(K,2)
B(K)=B(K)/A(K,2)
Q=D(M-2)/D(M-1)
A(M,1)=1.+Q+A(M-2,3)
A(M,2)=-Q-A(M,1)*A(M-1,3)
B(M)=B(M-2)-A(M,1)*B(M-1)
Z(M)=B(M)/A(M,2)
MN=M-2

```



```

DO 6 I=1,MN
K=M-I
Z(K)=B(K)-A(K,3)*Z(K+1)
6 Z(1)=-A(1,2)*Z(2)-A(1,3)*Z(3)
DO 7 K=1,MM
Q=1./((6.*D(K))
C(1,K)=Z(K)*Q
C(2,K)=Z(K+1)*Q
C(3,K)=Y(K)/D(K)-Z(K)*P(K)
7 C(4,K)=Y(K+1)/D(K)-Z(K+1)*P(K)
RETURN
END

```



```

FUNCTION F1(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,JM
AA=(X1*X1+X2*X2)
CALL SPLINI(X,Y,JM,X5,CLA)
CALL SPLINI(X,XX,JM,X5,CMA)
CALL SPLINI(X,V,JM,X5,CD)
CL=CLA+CLTD*0.5*CBAR*X4/DSQRT(AA)+CLDE*DE

LOGIC STATEMENTS ARE INSERTED HERE TO INCLUDE DELTA CL
IF(X5.LE.0.4084) GO TO 5
CL=CL-0.050

5 CT=(2.0*TT)/(RHO*AA*S)
CX=CT+CL*&SIN(X5)-C&*& 8 8
CZ=(-1.0*(CL*DCOS(X5)+CD*DSIN(X5)))
F1=((RHO*AA*S)/(2.0*MA))*CX-G*DSIN(X3)-X2*X4
Z1=F1
RETURN
END

10

```



```

SUBROUTINE TRIM(W,THETA,AOA,B1,C1,D1,E1,FF,VLL,I1)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,JM
X5=AOA
CM=0.0
CALL SPLINI(X,V,JM,X5,CD)
CALL SPLINI(X,XX,JM,X5,CMA)
CALL SPLINI(X,Y,JM,X5,CLA)
DE=-1.0*(CMA/CMDE)
CL=CLA+CLDE*DE

```

LOGIC STATEMENTS ARE INSERTED HERE TO INCLUDE DELTA CL

```

IF(X5.LE.0.4084) GO TO 5
CL=CL-0.050

```

```

5 AT=THETA-AOA
  IF(AT) 1,2,2
  AT=AOA-THETA
  IF(I1.EQ.2) GO TO 3
  SAT=DSIN(AT)
  CAT=DCOS(AT)
  SA=DSIN(AOA)
  CA=DCOS(AOA)
  NUM1=W*(CAT*CA-SAT*SA)
  DEN1=S*(CL*CA+CD*SA)
  Q=NUM1/DEN1
  LD=CL/CD
  NUM2=W*(LD*SAT+CAT)
  DEN2=LD*CA+SA
  TT=NUM2/DEN2
  GO TO 4
3 Q=(W*DCOS(AT))/(CL*S)
  TT=0.0
  VX=(2.0*Q)/RHO
  VLL=DSQRT(VX)
  B1=VLL*DCOS(X5)
  C1=VLL*DSIN(X5)
  D1=THETA
  E1=0.0
  FF=X5
  RETURN
END

```


INPUT DATA

IT = 0.0
 S = 239.00
 CMAD = -4.268080
 I1 = 2
 CLTD = 0.000010
 MASS = 384.13
 CMDE = -0.8800
 I2 = 1
 CLDE = 0.4300
 JM = 14
 BIY = 26545.00
 I3 = 1
 RHO = 0.0023780
 CMTD = -8.165030
 CBAR = 6.40
 I4 = 1

DATA USED BY SPLIN IN TABLE LOOK UP

ANGLE OF ATTACK	CL	CD	CM
0.104720	0.552000	0.094000	-0.002500
0.139630	0.738000	0.115000	-0.017000
0.174530	0.921000	0.140000	-0.031500
0.209440	1.093000	0.169500	-0.044500
0.244350	1.233000	0.203000	-0.058500
0.279250	1.346000	0.249000	-0.074000
0.314160	1.430000	0.312000	-0.091000
0.349070	1.484000	0.364000	-0.112000
0.383970	1.513000	0.405000	-0.132000
0.408407	1.522000	0.445500	-0.152000
0.415389	1.450000	0.493000	-0.172000
0.418880	1.400000	0.535000	-0.207500
0.453790	0.950000	0.572000	-0.240000
0.488690	0.500000	0.610000	-0.279500

INPUT DATA

ANGLE OF ATTACK = 0.40830
 PITCH ANGLE = 0.09890
 AIRCRAFT WEIGHT = 12359.00

FOR TRIMMED LEVEL FLIGHT, THE AIRCRAFT PARAMETERS HAVE THE FOLLOWING VALUES.

X VEL	Z VEL	A/C VEL	THETA	THETA DOT	ADA	ELEV. ANGLE	CL	CM	CD
155.213	67.147	169.114	0.0989	0.0	0.40830	-0.1726785	1.4484907	0.0	0.4546911
					THRUST FOR LEVEL FLIGHT =		0.0		

CL VS AOA (TABLE LOOK-UP DATA)



TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CM	CD	ANFP	ALT
0.000	15.555	67.147	16.999	0.09990	0.00000	0.40830	-0.17688	1.485	1.507	0.0000	0.4347	0.9525	0.370
0.010	15.555	67.150	16.999	0.09990	0.00000	0.40830	-0.17688	1.485	1.507	0.0000	0.4347	0.9525	-0.13
0.020	15.555	67.153	16.999	0.09990	0.00000	0.40830	-0.17688	1.485	1.507	0.0000	0.4347	0.9525	17.16
0.030	15.555	67.156	16.999	0.09990	0.00000	0.40829	-0.17688	1.486	1.508	0.0000	0.4347	0.9525	30.47
0.040	15.555	67.159	16.999	0.09990	0.00000	0.40828	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	43.8
0.050	15.555	67.162	16.999	0.09990	0.00001	0.40827	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	57.14
0.060	15.555	67.165	16.999	0.09990	0.00001	0.40826	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	70.47
0.070	15.555	67.167	16.999	0.09990	0.00001	0.40825	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	83.8
0.080	15.555	67.170	16.999	0.09990	0.00001	0.40824	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	97.14
0.090	15.555	67.173	16.999	0.09990	0.00001	0.40823	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	110.47
0.100	15.555	67.176	16.999	0.09990	0.00002	0.40822	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	123.8
0.110	15.555	67.179	16.999	0.09990	0.00003	0.40821	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	137.14
0.120	15.555	67.182	16.999	0.09990	0.00004	0.40820	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	150.47
0.130	15.555	67.185	16.999	0.09990	0.00005	0.40819	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	163.8
0.140	15.555	67.188	16.999	0.09990	0.00006	0.40818	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	177.14
0.150	15.555	67.191	16.999	0.09990	0.00007	0.40817	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	190.47
0.160	15.555	67.194	16.999	0.09990	0.00008	0.40816	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	203.8
0.170	15.555	67.197	16.999	0.09990	0.00009	0.40815	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	217.14
0.180	15.555	67.200	16.999	0.09990	0.00012	0.40814	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	230.47
0.190	15.555	67.203	16.999	0.09990	0.00015	0.40813	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	243.8
0.200	15.555	67.206	16.999	0.09990	0.00019	0.40812	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	257.14
0.210	15.555	67.209	16.999	0.09990	0.00025	0.40811	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	270.47
0.220	15.555	67.212	16.999	0.09990	0.00032	0.40810	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	283.8
0.230	15.555	67.215	16.999	0.09990	0.00040	0.40809	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	297.14
0.240	15.555	67.218	16.999	0.09990	0.00050	0.40808	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	310.47
0.250	15.555	67.221	16.999	0.09990	0.00064	0.40807	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	323.8
0.260	15.555	67.224	16.999	0.09990	0.00080	0.40806	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	337.14
0.270	15.555	67.227	16.999	0.09990	0.00112	0.40805	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	350.47
0.280	15.555	67.230	16.999	0.09990	0.00150	0.40804	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	363.8
0.290	15.555	67.233	16.999	0.09990	0.00190	0.40803	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	377.14
0.300	15.555	67.236	16.999	0.09990	0.00235	0.40802	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	390.47
0.310	15.555	67.239	16.999	0.09990	0.00280	0.40801	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	403.8
0.320	15.555	67.242	16.999	0.09990	0.00320	0.40800	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	417.14
0.330	15.555	67.245	16.999	0.09990	0.00364	0.40799	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	430.47
0.340	15.555	67.248	16.999	0.09990	0.00400	0.40798	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	443.8
0.350	15.555	67.251	16.999	0.09990	0.00430	0.40797	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	457.14
0.360	15.555	67.254	16.999	0.09990	0.00450	0.40796	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	470.47
0.370	15.555	67.257	16.999	0.09990	0.00460	0.40795	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	483.8
0.380	15.555	67.260	16.999	0.09990	0.00470	0.40794	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	497.14
0.390	15.555	67.263	16.999	0.09990	0.00480	0.40793	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	510.47
0.400	15.555	67.266	16.999	0.09990	0.00490	0.40792	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	523.8
0.410	15.555	67.269	16.999	0.09990	0.00500	0.40791	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	537.14
0.420	15.555	67.272	16.999	0.09990	0.00510	0.40790	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	550.47
0.430	15.555	67.275	16.999	0.09990	0.00520	0.40789	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	563.8
0.440	15.555	67.278	16.999	0.09990	0.00530	0.40788	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	577.14
0.450	15.555	67.281	16.999	0.09990	0.00540	0.40787	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	590.47
0.460	15.555	67.284	16.999	0.09990	0.00550	0.40786	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	603.8
0.470	15.555	67.287	16.999	0.09990	0.00560	0.40785	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	617.14
0.480	15.555	67.290	16.999	0.09990	0.00570	0.40784	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	630.47
0.490	15.555	67.293	16.999	0.09990	0.00580	0.40783	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	643.8
0.500	15.555	67.296	16.999	0.09990	0.00590	0.40782	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	657.14
0.510	15.555	67.299	16.999	0.09990	0.00600	0.40781	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	670.47
0.520	15.555	67.302	16.999	0.09990	0.00610	0.40780	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	683.8
0.530	15.555	67.305	16.999	0.09990	0.00620	0.40779	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	697.14
0.540	15.555	67.308	16.999	0.09990	0.00630	0.40778	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	710.47
0.550	15.555	67.311	16.999	0.09990	0.00640	0.40777	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	723.8
0.560	15.555	67.314	16.999	0.09990	0.00650	0.40776	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	737.14
0.570	15.555	67.317	16.999	0.09990	0.00660	0.40775	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	750.47
0.580	15.555	67.320	16.999	0.09990	0.00670	0.40774	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	763.8
0.590	15.555	67.323	16.999	0.09990	0.00680	0.40773	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	777.14
0.600	15.555	67.326	16.999	0.09990	0.00690	0.40772	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	790.47
0.610	15.555	67.329	16.999	0.09990	0.00700	0.40771	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	803.8
0.620	15.555	67.332	16.999	0.09990	0.00710	0.40770	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	817.14
0.630	15.555	67.335	16.999	0.09990	0.00720	0.40769	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	830.47
0.640	15.555	67.338	16.999	0.09990	0.00730	0.40768	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	843.8
0.650	15.555	67.341	16.999	0.09990	0.00740	0.40767	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	857.14
0.660	15.555	67.344	16.999	0.09990	0.00750	0.40766	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	870.47
0.670	15.555	67.347	16.999	0.09990	0.00760	0.40765	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	883.8
0.680	15.555	67.350	16.999	0.09990	0.00770	0.40764	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	897.14
0.690	15.555	67.353	16.999	0.09990	0.00780	0.40763	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	910.47
0.700	15.555	67.356	16.999	0.09990	0.00790	0.40762	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	923.8
0.710	15.555	67.359	16.999	0.09990	0.00800	0.40761	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	937.14
0.720	15.555	67.362	16.999	0.09990	0.00810	0.40760	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	950.47
0.730	15.555	67.365	16.999	0.09990	0.00820	0.40759	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	963.8
0.740	15.555	67.368	16.999	0.09990	0.00830	0.40758	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	977.14
0.750	15.555	67.371	16.999	0.09990	0.00840	0.40757	-0.17688	1.486	1.508	0.0000	0.4346	0.9525	990.47
0.760	15.555	67.374	16.999	0.09990	0.00850	0.40756	-0.17688	1.486	1.508	0.0000	0.4346</		

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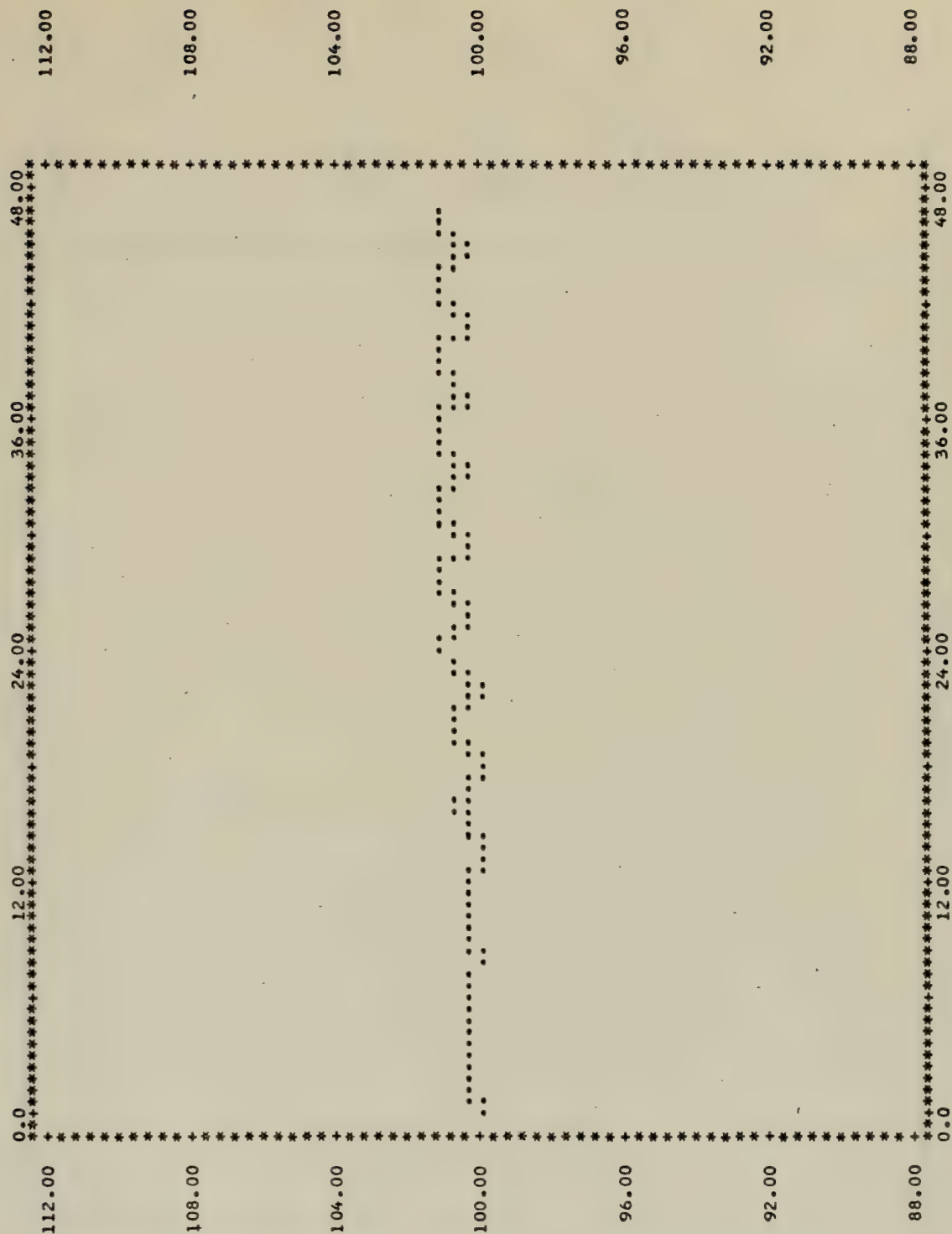
TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CH	CD	ANFP	ALT
26.000	1.088	3.000	169.731	0.08316	-0.01964	3.8841	1.72288	4.542	7.033	0.000	1.117	50.2	1.470
26.000	1.194	3.138	169.726	0.08123	-0.01257	3.8838	1.72288	4.540	7.033	0.000	1.117	50.2	1.470
26.000	1.317	3.275	169.871	0.08007	-0.00735	3.8835	1.72288	4.538	7.033	0.000	1.117	50.2	1.470
26.000	1.447	3.412	169.918	0.07891	-0.00217	3.8832	1.72288	4.536	7.033	0.000	1.117	50.2	1.470
26.000	1.582	3.550	170.068	0.07788	-0.00694	3.8829	1.72288	4.534	7.033	0.000	1.117	50.2	1.470
26.000	1.721	3.688	170.116	0.07693	-0.00277	3.8826	1.72288	4.532	7.033	0.000	1.117	50.2	1.470
26.000	1.864	3.827	170.267	0.07611	-0.00667	3.8823	1.72288	4.530	7.033	0.000	1.117	50.2	1.470
26.000	2.011	3.966	170.420	0.07535	-0.00250	3.8820	1.72288	4.528	7.033	0.000	1.117	50.2	1.470
26.000	2.162	4.105	170.574	0.07465	-0.00633	3.8817	1.72288	4.526	7.033	0.000	1.117	50.2	1.470
26.000	2.317	4.244	170.729	0.07399	-0.00217	3.8814	1.72288	4.524	7.033	0.000	1.117	50.2	1.470
26.000	2.476	4.383	170.884	0.07337	-0.00606	3.8811	1.72288	4.522	7.033	0.000	1.117	50.2	1.470
26.000	2.639	4.522	171.039	0.07278	-0.00189	3.8808	1.72288	4.520	7.033	0.000	1.117	50.2	1.470
26.000	2.806	4.661	171.194	0.07222	-0.00572	3.8805	1.72288	4.518	7.033	0.000	1.117	50.2	1.470
26.000	2.977	4.800	171.349	0.07168	-0.00155	3.8802	1.72288	4.516	7.033	0.000	1.117	50.2	1.470
26.000	3.152	4.939	171.504	0.07116	-0.00535	3.8799	1.72288	4.514	7.033	0.000	1.117	50.2	1.470
26.000	3.331	5.078	171.659	0.07065	-0.00117	3.8796	1.72288	4.512	7.033	0.000	1.117	50.2	1.470
26.000	3.514	5.217	171.814	0.07016	-0.00490	3.8793	1.72288	4.510	7.033	0.000	1.117	50.2	1.470
26.000	3.701	5.356	171.969	0.06968	-0.00072	3.8790	1.72288	4.508	7.033	0.000	1.117	50.2	1.470
26.000	3.892	5.495	172.124	0.06922	-0.00445	3.8787	1.72288	4.506	7.033	0.000	1.117	50.2	1.470
26.000	4.087	5.634	172.279	0.06877	-0.00027	3.8784	1.72288	4.504	7.033	0.000	1.117	50.2	1.470
26.000	4.286	5.773	172.434	0.06833	-0.00400	3.8781	1.72288	4.502	7.033	0.000	1.117	50.2	1.470
26.000	4.489	5.912	172.589	0.06790	-0.00003	3.8778	1.72288	4.500	7.033	0.000	1.117	50.2	1.470
26.000	4.696	6.051	172.744	0.06748	-0.00376	3.8775	1.72288	4.498	7.033	0.000	1.117	50.2	1.470
26.000	4.907	6.190	172.899	0.06707	-0.00059	3.8772	1.72288	4.496	7.033	0.000	1.117	50.2	1.470
26.000	5.122	6.329	173.054	0.06667	-0.00332	3.8769	1.72288	4.494	7.033	0.000	1.117	50.2	1.470
26.000	5.341	6.468	173.209	0.06628	-0.00015	3.8766	1.72288	4.492	7.033	0.000	1.117	50.2	1.470
26.000	5.564	6.607	173.364	0.06589	-0.00300	3.8763	1.72288	4.490	7.033	0.000	1.117	50.2	1.470
26.000	5.791	6.746	173.519	0.06551	-0.00003	3.8760	1.72288	4.488	7.033	0.000	1.117	50.2	1.470
26.000	6.022	6.885	173.674	0.06514	-0.00276	3.8757	1.72288	4.486	7.033	0.000	1.117	50.2	1.470
26.000	6.257	7.024	173.829	0.06478	-0.00059	3.8754	1.72288	4.484	7.033	0.000	1.117	50.2	1.470
26.000	6.496	7.163	173.984	0.06443	-0.00239	3.8751	1.72288	4.482	7.033	0.000	1.117	50.2	1.470
26.000	6.739	7.302	174.139	0.06409	-0.00027	3.8748	1.72288	4.480	7.033	0.000	1.117	50.2	1.470
26.000	6.986	7.441	174.294	0.06376	-0.00217	3.8745	1.72288	4.478	7.033	0.000	1.117	50.2	1.470
26.000	7.237	7.580	174.449	0.06344	-0.00003	3.8742	1.72288	4.476	7.033	0.000	1.117	50.2	1.470
26.000	7.492	7.719	174.604	0.06312	-0.00276	3.8739	1.72288	4.474	7.033	0.000	1.117	50.2	1.470
26.000	7.751	7.858	174.759	0.06281	-0.00059	3.8736	1.72288	4.472	7.033	0.000	1.117	50.2	1.470
26.000	8.014	7.997	174.914	0.06251	-0.00239	3.8733	1.72288	4.470	7.033	0.000	1.117	50.2	1.470
26.000	8.281	8.136	175.069	0.06222	-0.00027	3.8730	1.72288	4.468	7.033	0.000	1.117	50.2	1.470
26.000	8.552	8.275	175.224	0.06194	-0.00217	3.8727	1.72288	4.466	7.033	0.000	1.117	50.2	1.470
26.000	8.827	8.414	175.379	0.06167	-0.00003	3.8724	1.72288	4.464	7.033	0.000	1.117	50.2	1.470
26.000	9.106	8.553	175.534	0.06141	-0.00276	3.8721	1.72288	4.462	7.033	0.000	1.117	50.2	1.470
26.000	9.389	8.692	175.689	0.06116	-0.00059	3.8718	1.72288	4.460	7.033	0.000	1.117	50.2	1.470
26.000	9.676	8.831	175.844	0.06091	-0.00239	3.8715	1.72288	4.458	7.033	0.000	1.117	50.2	1.470
26.000	9.967	8.970	175.999	0.06067	-0.00027	3.8712	1.72288	4.456	7.033	0.000	1.117	50.2	1.470
26.000	10.262	9.109	176.154	0.06043	-0.00217	3.8709	1.72288	4.454	7.033	0.000	1.117	50.2	1.470
26.000	10.561	9.248	176.309	0.06020	-0.00003	3.8706	1.72288	4.452	7.033	0.000	1.117	50.2	1.470
26.000	10.864	9.387	176.464	0.06000	-0.00276	3.8703	1.72288	4.450	7.033	0.000	1.117	50.2	1.470
26.000	11.171	9.526	176.619	0.05980	-0.00059	3.8700	1.72288	4.448	7.033	0.000	1.117	50.2	1.470
26.000	11.482	9.665	176.774	0.05961	-0.00239	3.8697	1.72288	4.446	7.033	0.000	1.117	50.2	1.470
26.000	11.797	9.804	176.929	0.05943	-0.00027	3.8694	1.72288	4.444	7.033	0.000	1.117	50.2	1.470
26.000	12.116	9.943	177.084	0.05926	-0.00217	3.8691	1.72288	4.442	7.033	0.000	1.117	50.2	1.470
26.000	12.439	10.082	177.239	0.05910	-0.00003	3.8688	1.72288	4.440	7.033	0.000	1.117	50.2	1.470
26.000	12.766	10.221	177.394	0.05895	-0.00276	3.8685	1.72288	4.438	7.033	0.000	1.117	50.2	1.470
26.000	13.097	10.360	177.549	0.05881	-0.00059	3.8682	1.72288	4.436	7.033	0.000	1.117	50.2	1.470
26.000	13.432	10.499	177.704	0.05868	-0.00239	3.8679	1.72288	4.434	7.033	0.000	1.117	50.2	1.470
26.000	13.771	10.638	177.859	0.05855	-0.00027	3.8676	1.72288	4.432	7.033	0.000	1.117	50.2	1.470
26.000	14.114	10.777	178.014	0.05843	-0.00217	3.8673	1.72288	4.430	7.033	0.000	1.117	50.2	1.470
26.000	14.461	10.916	178.169	0.05831	-0.00003	3.8670	1.72288	4.428	7.033	0.000	1.117	50.2	1.470
26.000	14.812	11.055	178.324	0.05820	-0.00276	3.8667	1.72288	4.426	7.033	0.000	1.117	50.2	1.470
26.000	15.167	11.194	178.479	0.05810	-0.00059	3.8664	1.72288	4.424	7.033	0.000	1.117	50.2	1.470
26.000	15.526	11.333	178.634	0.05800	-0.00239	3.8661	1.72288	4.422	7.033	0.000	1.117	50.2	1.470
26.000	15.889	11.472	178.789	0.05791	-0.00027	3.8658	1.72288	4.420	7.033	0.000	1.117	50.2	1.470
26.000	16.256	11.611	178.944	0.05782	-0.00217	3.8655	1.72288	4.418	7.033	0.000	1.117	50.2	1.470
26.000	16.627	11.750	179.099	0.05774	-0.00003	3.8652	1.72288	4.416	7.033	0.000	1.117	50.2	1.470
26.000	17.002	11.889	179.254	0.05766	-0.00276	3.8649	1.72288	4.414	7.033	0.000	1.117	50.2	1.470
26.000	17.381	12.028	179.409	0.05759	-0.00059	3.8646	1.72288	4.412	7.033	0.000	1.117	50.2	1.470
26.000	17.764	12.167	179.564	0.05752	-0.00239	3.8643	1.72288	4.410	7.033	0.000	1.117	50.2	1.470
26.000	18.151	12.306	179.719	0.05746	-0.00027	3.8640	1.72288	4.408	7.033	0.000	1.117	50.2	1.470
26.000	18.542	12.445	179.874	0.05740	-0.00217	3.8637	1.72288	4.406	7.033	0.000	1.117	50.2	1.470
26.000	18.937	12.584	180.029	0.05735	-0.00003	3.8634	1.72288	4.404	7.033	0.000	1.117	50.2	1.470
26.000	19.336	12.723	180.184	0.05730	-0.00276	3.8631	1.72288	4.402	7.033	0.000	1.117	50.2	1.470
26.000	19.739	12.862	180.339	0.05726	-0.00059	3.8628	1.72288	4.400	7.033	0.000	1.117	50.2	1.470
26.000	20.146	13.001	180.494	0.05722	-0.00239	3.8625	1.72288	4.398	7.033	0.000	1.117	50.2	1.470
26.000	20.557	13.140	180.649	0.05719	-0.00027	3.8622	1.72288	4.396	7.033	0.000	1.117	50.2	1.470
26.000	20.972	13.279	180.804	0.05716	-0.00217	3.8619	1.72288	4.394	7.033	0.000	1.117	50.2	1.470
26.000	21.391	13.418	180.959	0.05713	-0.00003	3.8616	1.72288	4.392	7.033	0.000	1.117	50.2	1.470
26.000	21.814	13.557	181.114	0.05710	-0.00276	3.8613	1.72288	4.390	7.033	0.000	1.117	50.2	1.470
26.000	22.241	13.696	181.269	0.05708	-0.00059	3.8610	1.72288	4.388	7.033	0.000	1.117	50.2	1.470
26.000	22.672	13.835	181.424	0.05706	-0.00239	3.8607	1.72288	4.386	7.033	0.000	1.117	50.2	1.470
26.000	23.107	13.9											

TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL--*	CM	CD	ANFP	ALT
0	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
5	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
10	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
15	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
20	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
25	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
30	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
35	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
40	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
45	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
50	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
55	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
60	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
65	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
70	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
75	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
80	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
85	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
90	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
95	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
100	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
105	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
110	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
115	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
120	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
125	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
130	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
135	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
140	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
145	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147
150	5700	4700	169	08430	02300	0907	0	5401	17406	02117	04125	08315	5147

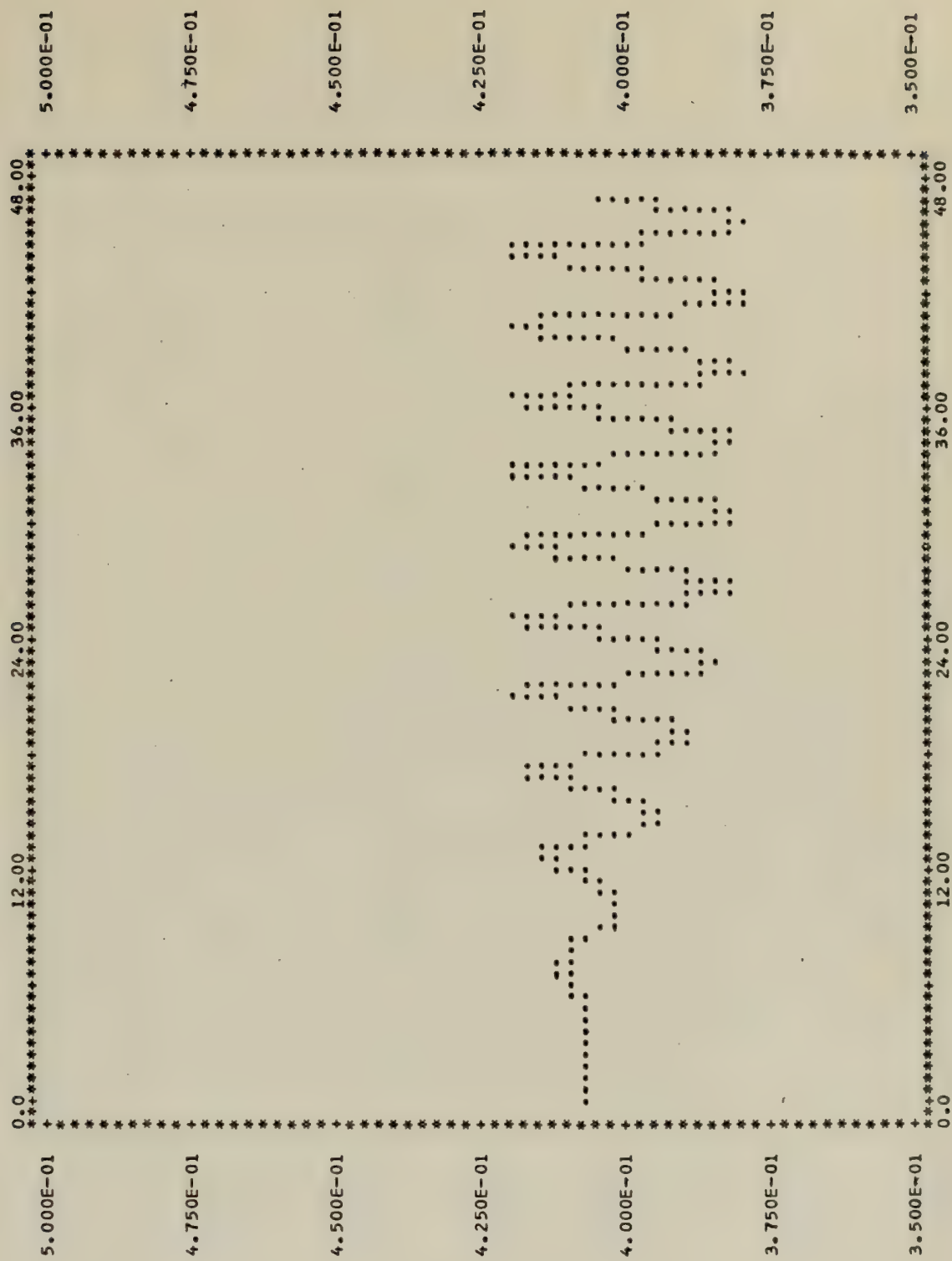
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TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CM	CD	ANFP	ALT
44.950	157.147	64.484	169.863	0.08608	-0.02833	0.38939	-0.17268	1.4555	1.8086	0.0218	0.4133	0.8048	3847.2
44.950	157.202	64.484	169.903	0.08347	-0.03361	0.38791	-0.17268	1.4509	1.7771	0.0223	0.4110	0.8164	3855.5
45.000	157.270	64.484	169.946	0.08172	-0.03913	0.38661	-0.17268	1.4467	1.7663	0.0231	0.4089	0.8280	3863.8
45.050	157.318	63.903	169.990	0.08014	-0.04465	0.38533	-0.17268	1.4430	1.7556	0.0239	0.4071	0.8407	3872.1
45.100	157.363	63.761	170.036	0.07869	-0.05017	0.38405	-0.17268	1.4394	1.7449	0.0247	0.4053	0.8535	3880.4
45.150	157.411	63.527	170.131	0.07731	-0.05569	0.38261	-0.17268	1.4357	1.7342	0.0255	0.4035	0.8663	3888.7
45.200	157.462	63.297	170.229	0.07604	-0.06121	0.38117	-0.17268	1.4320	1.7235	0.0263	0.4017	0.8791	3897.0
45.250	157.518	63.065	170.329	0.07488	-0.06673	0.37973	-0.17268	1.4283	1.7128	0.0271	0.4000	0.8919	3905.3
45.300	157.579	62.833	170.429	0.07377	-0.07225	0.37829	-0.17268	1.4246	1.7021	0.0279	0.3982	0.9047	3913.6
45.350	157.641	62.601	170.527	0.07271	-0.07777	0.37685	-0.17268	1.4209	1.6914	0.0287	0.3965	0.9175	3921.9
45.400	157.708	62.369	170.626	0.07170	-0.08329	0.37541	-0.17268	1.4172	1.6807	0.0295	0.3948	0.9303	3930.2
45.450	157.780	62.137	170.724	0.07073	-0.08881	0.37397	-0.17268	1.4135	1.6700	0.0303	0.3931	0.9431	3938.5
45.500	157.857	61.905	170.821	0.06980	-0.09433	0.37253	-0.17268	1.4098	1.6593	0.0311	0.3914	0.9559	3946.8
45.550	157.939	61.673	170.918	0.06891	-0.09985	0.37109	-0.17268	1.4061	1.6486	0.0319	0.3897	0.9687	3955.1
45.600	158.026	61.441	171.015	0.06806	-0.10537	0.36965	-0.17268	1.4024	1.6379	0.0327	0.3880	0.9815	3963.4
45.650	158.118	61.209	171.112	0.06725	-0.11089	0.36821	-0.17268	1.3987	1.6272	0.0335	0.3863	0.9943	3971.7
45.700	158.215	60.977	171.209	0.06648	-0.11641	0.36677	-0.17268	1.3950	1.6165	0.0343	0.3846	1.0071	3980.0
45.750	158.317	60.745	171.306	0.06575	-0.12193	0.36533	-0.17268	1.3913	1.6058	0.0351	0.3829	1.0199	3988.3
45.800	158.424	60.513	171.403	0.06506	-0.12745	0.36389	-0.17268	1.3876	1.5951	0.0359	0.3812	1.0327	3996.6
45.850	158.536	60.281	171.500	0.06441	-0.13297	0.36245	-0.17268	1.3839	1.5844	0.0367	0.3795	1.0455	4004.9
45.900	158.653	60.049	171.597	0.06380	-0.13849	0.36101	-0.17268	1.3802	1.5737	0.0375	0.3778	1.0583	4013.2
45.950	158.775	59.817	171.694	0.06323	-0.14401	0.35957	-0.17268	1.3765	1.5630	0.0383	0.3761	1.0711	4021.5
46.000	158.902	59.585	171.791	0.06270	-0.14953	0.35813	-0.17268	1.3728	1.5523	0.0391	0.3744	1.0839	4029.8
46.050	159.034	59.353	171.888	0.06221	-0.15505	0.35669	-0.17268	1.3691	1.5416	0.0399	0.3727	1.0967	4038.1
46.100	159.171	59.121	171.985	0.06176	-0.16057	0.35525	-0.17268	1.3654	1.5309	0.0407	0.3710	1.1095	4046.4
46.150	159.313	58.889	172.082	0.06135	-0.16609	0.35381	-0.17268	1.3617	1.5202	0.0415	0.3693	1.1223	4054.7
46.200	159.460	58.657	172.179	0.06097	-0.17161	0.35237	-0.17268	1.3580	1.5095	0.0423	0.3676	1.1351	4063.0
46.250	159.612	58.425	172.276	0.06063	-0.17713	0.35093	-0.17268	1.3543	1.4988	0.0431	0.3659	1.1479	4071.3
46.300	159.769	58.193	172.373	0.06033	-0.18265	0.34949	-0.17268	1.3506	1.4881	0.0439	0.3642	1.1607	4079.6
46.350	159.931	57.961	172.470	0.06007	-0.18817	0.34805	-0.17268	1.3469	1.4774	0.0447	0.3625	1.1735	4087.9
46.400	160.098	57.729	172.567	0.05985	-0.19369	0.34661	-0.17268	1.3432	1.4667	0.0455	0.3608	1.1863	4096.2
46.450	160.270	57.497	172.664	0.05967	-0.19921	0.34517	-0.17268	1.3395	1.4560	0.0463	0.3591	1.1991	4104.5
46.500	160.447	57.265	172.761	0.05952	-0.20473	0.34373	-0.17268	1.3358	1.4453	0.0471	0.3574	1.2119	4112.8
46.550	160.629	57.033	172.858	0.05940	-0.21025	0.34229	-0.17268	1.3321	1.4346	0.0479	0.3557	1.2247	4121.1
46.600	160.816	56.801	172.955	0.05931	-0.21577	0.34085	-0.17268	1.3284	1.4239	0.0487	0.3540	1.2375	4129.4
46.650	161.008	56.569	173.052	0.05925	-0.22129	0.33941	-0.17268	1.3247	1.4132	0.0495	0.3523	1.2503	4137.7
46.700	161.205	56.337	173.149	0.05923	-0.22681	0.33797	-0.17268	1.3210	1.4025	0.0503	0.3506	1.2631	4146.0
46.750	161.407	56.105	173.246	0.05925	-0.23233	0.33653	-0.17268	1.3173	1.3918	0.0511	0.3489	1.2759	4154.3
46.800	161.614	55.873	173.343	0.05931	-0.23785	0.33509	-0.17268	1.3136	1.3811	0.0519	0.3472	1.2887	4162.6
46.850	161.826	55.641	173.440	0.05940	-0.24337	0.33365	-0.17268	1.3099	1.3704	0.0527	0.3455	1.3015	4170.9
46.900	162.043	55.409	173.537	0.05952	-0.24889	0.33221	-0.17268	1.3062	1.3597	0.0535	0.3438	1.3143	4179.2
46.950	162.265	55.177	173.634	0.05967	-0.25441	0.33077	-0.17268	1.3025	1.3490	0.0543	0.3421	1.3271	4187.5
47.000	162.492	54.945	173.731	0.05985	-0.26000	0.32933	-0.17268	1.2988	1.3383	0.0551	0.3404	1.3399	4195.8
47.050	162.724	54.713	173.828	0.05997	-0.26552	0.32789	-0.17268	1.2951	1.3276	0.0559	0.3387	1.3527	4204.1
47.100	162.961	54.481	173.925	0.06013	-0.27104	0.32645	-0.17268	1.2914	1.3169	0.0567	0.3370	1.3655	4212.4
47.150	163.203	54.249	174.022	0.06033	-0.27656	0.32501	-0.17268	1.2877	1.3062	0.0575	0.3353	1.3783	4220.7
47.200	163.450	54.017	174.119	0.06057	-0.28208	0.32357	-0.17268	1.2840	1.2955	0.0583	0.3336	1.3911	4229.0
47.250	163.702	53.785	174.216	0.06085	-0.28760	0.32213	-0.17268	1.2803	1.2848	0.0591	0.3319	1.4039	4237.3
47.300	163.959	53.553	174.313	0.06117	-0.29312	0.32069	-0.17268	1.2766	1.2741	0.0600	0.3302	1.4167	4245.6
47.350	164.221	53.321	174.410	0.06153	-0.29864	0.31925	-0.17268	1.2729	1.2634	0.0609	0.3285	1.4295	4253.9
47.400	164.488	53.089	174.507	0.06193	-0.30416	0.31781	-0.17268	1.2692	1.2527	0.0619	0.3268	1.4423	4262.2
47.450	164.760	52.857	174.604	0.06237	-0.30968	0.31637	-0.17268	1.2655	1.2420	0.0629	0.3251	1.4551	4270.5
47.500	165.037	52.625	174.701	0.06285	-0.31520	0.31493	-0.17268	1.2618	1.2313	0.0639	0.3234	1.4679	4278.8
47.550	165.319	52.393	174.798	0.06337	-0.32072	0.31349	-0.17268	1.2581	1.2206	0.0649	0.3217	1.4807	4287.1
47.600	165.606	52.161	174.895	0.06393	-0.32624	0.31205	-0.17268	1.2544	1.2099	0.0660	0.3200	1.4935	4295.4
47.650	165.898	51.929	174.992	0.06453	-0.33176	0.31061	-0.17268	1.2507	1.1992	0.0671	0.3183	1.5063	4303.7
47.700	166.195	51.697	175.089	0.06517	-0.33728	0.30917	-0.17268	1.2470	1.1885	0.0683	0.3166	1.5191	4312.0
47.750	166.497	51.465	175.186	0.06585	-0.34280	0.30773	-0.17268	1.2433	1.1778	0.0695	0.3149	1.5319	4320.3
47.800	166.804	51.233	175.283	0.06657	-0.34832	0.30629	-0.17268	1.2396	1.1671	0.0707	0.3132	1.5447	4328.6
47.850	167.116	51.001	175.380	0.06733	-0.35384	0.30485	-0.17268	1.2359	1.1564	0.0719	0.3115	1.5575	4336.9
47.900	167.433	50.769	175.477	0.06813	-0.35936	0.30341	-0.17268	1.2322	1.1457	0.0731	0.3098	1.5703	4345.2
47.950	167.755	50.537	175.574	0.06897	-0.36488	0.30197	-0.17268	1.2285	1.1350	0.0743	0.3081	1.5831	4353.5
48.000	168.082	50.305	175.671	0.06985	-0.37040	0.30053	-0.17268	1.2248	1.1243	0.0755	0.3064	1.5959	4361.8
48.050	168.414	50.073	175.768	0.07077	-0.37592	0.29909	-0.17268	1.2211	1.1136	0.0767	0.3047	1.6087	4370.1
48.100	168.751	49.841	175.865	0.07173	-0.38144	0.29765	-0.17268	1.2174	1.1029	0.0779	0.3030	1.6215	4378.4
48.150	169.093	49.609	175.962	0.07273	-0.38696	0.29621	-0.17268	1.2137	1.0922	0.0791	0.3013	1.6343	4386.7
48.200	169.440	49.377	176.059	0.07377	-0.39248	0.29477	-0.17268	1.2100	1.0815	0.0803	0.2996	1.6471	4395.0
48.250	169.792	49.145	176.156	0.07485	-0.39800	0.29333	-0.17268	1.2063	1.0708	0.0815	0.2979	1.6599	4403.3
48.300	170.149	48.913	176.253	0.07597	-0.40352	0.29189	-0.17268	1.2026	1.0601	0.0827	0.2962	1.6727	4411.6
48.350	170.511	48.681	176.350	0.07713	-0.40904	0.29045	-0.17268	1.1989	1.0494	0.0839	0.2945	1.6855	4419.9
48.400	170.878	48.449	176.447	0.07833	-0.41456	0.28901	-0.17268	1.1952	1.0387	0.0851	0.2928	1.6983	4428.2
48.450	171.250	48.217	176.544	0.07957	-0.42008	0.28757	-0.17268	1.1915	1.0280	0.0863	0.2911	1.7111	4436.5
48.500	171.627	47.985	176.641	0.08085	-0.42560	0.28613	-0.17268	1.1878	1.0173	0.0875	0.2894	1.7239	4444.8
48.550	172.009	47.753	176.738	0.08217	-0.43112	0.28469	-0.17268	1.1841	1.0066	0.0887	0.2877	1.7367	4453.1
48.600	172.396	47.521											

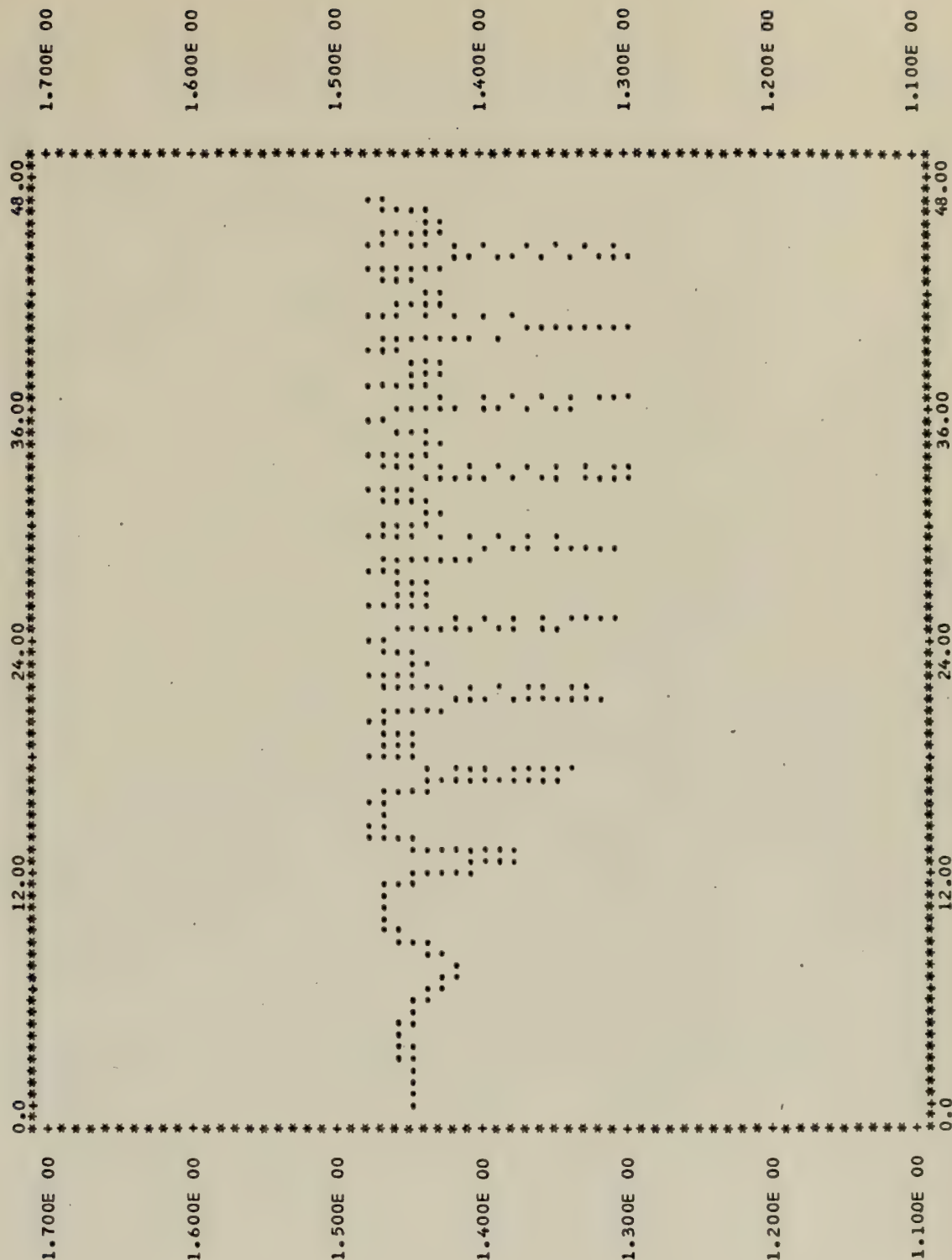
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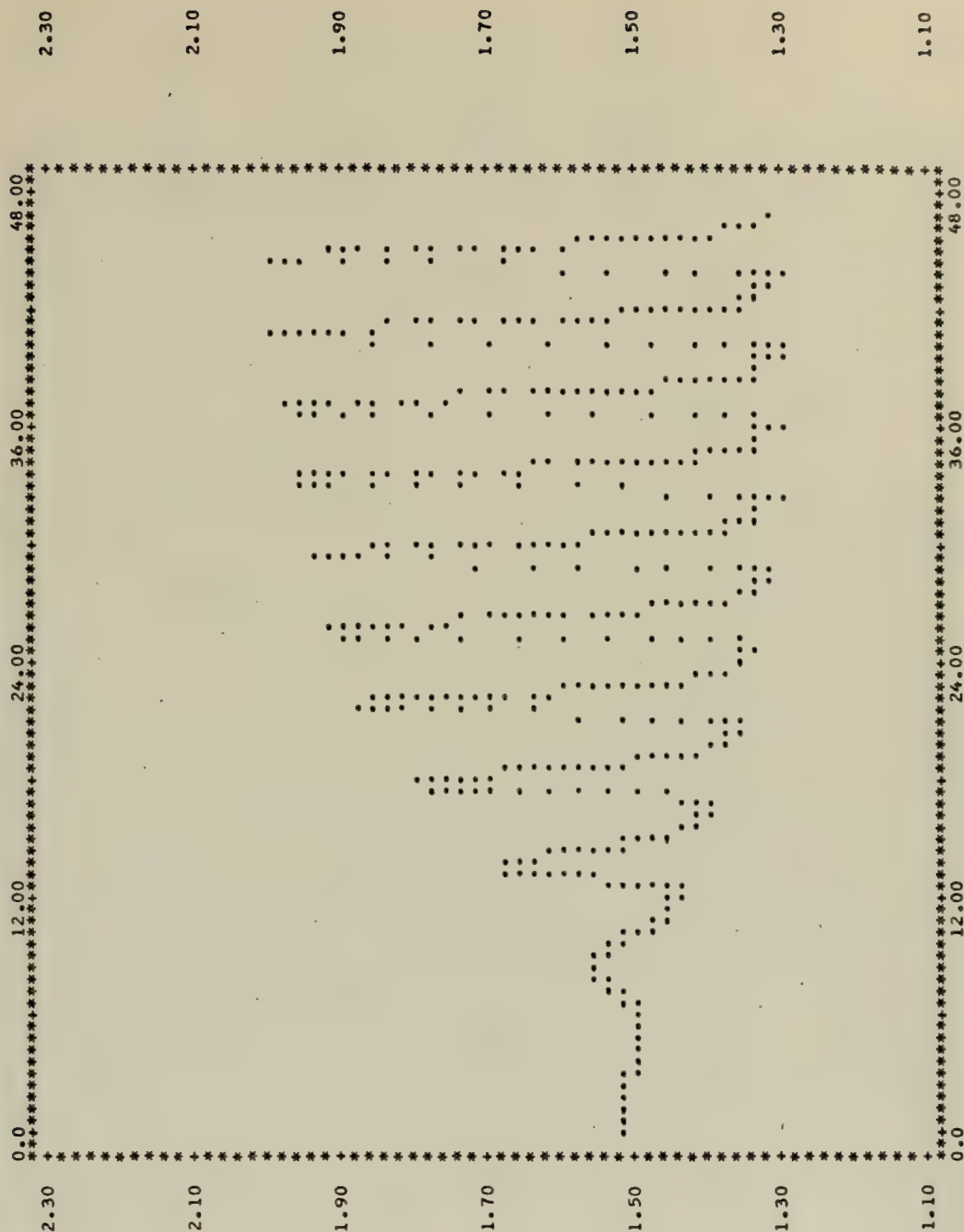
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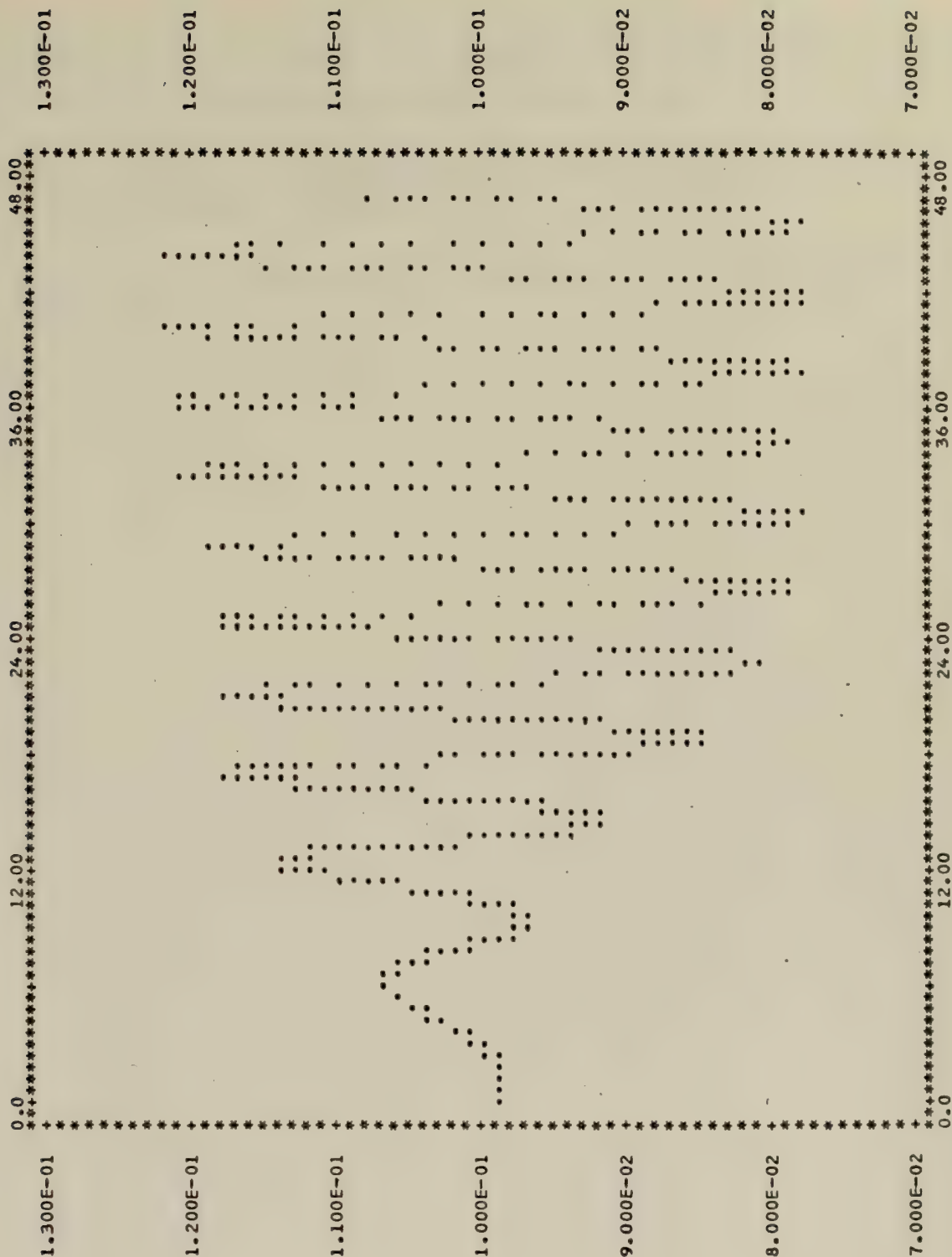
AIRCRAFT CL VS. TIME



AIRCRAFT CL-* (BASED ON NORMAL FLIGHT PATH ACCEL.) VS. TIME



THETA VS. TIME



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Stall						
Limit cycle						

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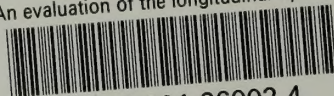
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